CYCLE NEWS®

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Can-Am 560 Sonic
Bigger boom

Atlanta Supercross/ Golden State finale
Some names the same

AME WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Kawasaki's Goat Breker suffered a cracked rib and a severely bruised kidney in the Atlanta Supercross. "It was a slow fall," said Breker the following day, "and I just landed on my side and jammed my elbow into myself." According to Breker, doctors wanted to operate that night to stop the bleeding, but Breker refused so that he could fly back to California where he could clinch a Golden State Series title — and did. On Sunday afternoon, Breker went to a hospital near his home and discovered that the injuries were not as bad as initially thought. "Goat's doing OK now and is not suffering much pain," said Kawasaki MX team manager Roy Turner on Monday afternoon, February 27. "His right kidney isn't working 100%, but Goat is doing OK in general. He'll be ready for Gainesville next week, but he will still be quite sore."

Road racer Randy Mamola, who earlier this year announced he'd sit out the '84 season, has picked up a Honda works NS500 for selected events. According to Mamola's manager, Jim Doyle, "Randy will ride the NS500 in the Trans-Atlantic Match Races in England and at Laguna Seca this summer. He'll receive support in the form of the bike, parts and a Honda technician to maintain the bike." Doyle said Mamola will not compete in the Daytona 200, but will be on hand as an "observer."

"Sure, it's a great honor to be 500cc World Champion, but Daytona is the biggest road race in America and I want to put my name in the record books," said Freddie Spencer about the March 11 Daytona 200. Hard luck has sidelined Spencer in his past three rides when he has been in or challenging for the lead.

Spencer's luck in the Bell Superbike 100 has been spot on. He came away with the victory in 1982 and backed it up last year. He comes into this year's race during Cycle Week as the odds-on favorite. "I like to win every race I ride," said Spencer, "and winning the Superbike race at Daytona where the competition is tough is nice. However, it is Daytona 200 I really want to win."

The 1984 Supercross season will conclude with the Miller High Life Masters Challenge, an event with a $50,000 payoff. The winner will get a $30,000 chunk of the total purse. Winners of each event in the Wrangler Supercross Series will qualify for the race, which will be held in conjunction with the final series event.

Johnny O'Mara took home an additional $1000 from Miller by qualifying for the Masters Challenge via his win in the Atlanta Supercross. David Bailey, who recorded the fastest heat race time, qualified for the '85 Wrangler Dash and took home another $500. Ross Pederson received $1000 from diet Coke for successfully making the longest jump.

Mark Barnett showed up at Atlanta without the beard he had at the season opener in Anaheim. He was also lacking 13 pounds, which he has lost since the start of the season, bringing his weight down to a trim 152 pounds. "I didn't feel I was going fast enough, and losing some weight seems to have made the difference," Barnett said.

Roger Reiman, the only rider to have won the Daytona 200 three times (1961, '64 and '65), is an entrant in the Grand Prix class of Battle of the Twins race during Cycle Week. Reimann will ride a Harley-Davidson XR1000 prepared by Daytona's Robison Harley-Davidson. "I really feel I never retired," said Reiman. "I still do a lot of tire testing as well as a vintage race every now and then. I still like to go fast." Reimann was AMA Grand National Champion in 1964.

Can't be Daytona for the Daytona 200? Over 125 AM-radio stations throughout the U.S. will be carrying live coverage of the race via the Motor Racing Network beginning at 12:30 p.m. on Sunday, March 11.

Dutchman Kees van der Ven (KTM) was the overall winner for the third-straight year in the February 12 Le Touquet Enduro on the French sea resort's beaches, in front of an estimated 250,000 spectators. Second overall in the 1200-rider field was Andre Malherbe (Hon) with Hakan Carlqvist (Yam) third.

Husqvarna unveiled a new single-shock chassis developed in conjuntion with Ohlins at a February 12 enduro in Sweden. Sven-Erik Jonsson, the top rider in last year's ISDE, took a version fitted with Husky's new water-cooled 400cc engine to second overall. A four-stroke-powered version was also entered.

Highlights of the February 25 Atlanta Superbowl of Motocross South will be shown on cable television station WTBS on March 3 at 7:35 p.m. Eastern time. Check your local listing for time and channel.

U.S. Racing's Terry Nichols, promotor of the March 11 Hungry Valley Grand Prix, points out that the 200cc Amateur/Expert class has one 50-minute race, not two as last week's ad indicated. A *Cycle News* ad staffer mixed up the classes but the correct schedule appears in this week's Hungry Valley GP ad.

Yamaha will test their Daytona 200 weapons at Daytona International Speedway on February 28-29, according to Yamaha's Ken Clark. Joining defending Daytona 200 champ Kenny Roberts and last year's runner-up Eddie Lawson on the Yamaha team for Daytona is Japanese rider Tadahiko Taira. While Clark says the trio will be mounted on the OW60 square four, two-stroke bikes like Roberts and Lawson rode last year and which are said to displace 680cc, Roberts claims they'll have "all new bikes." Roberts, who will race only selected events in 1984, added, "They'll handle a lot better than last year's." When asked if he could lower his lap record, Roberts said, "No problem. The bike's capable of it, so the only question is whether or not I'm too old to do it!"

Team Honda and MX trainer Jeff Spencer have parted company. "It was a friendly split," Spencer said. "They had to trim their racing budget down and my department was the first to go." What's next for Spencer? Stay tuned.

With temperatures plunging into the 30s at the Atlanta Superbowl of Motocross South on February 25, staying warm was a major concern. Bob Hannah found a way to keep warm in addition to several layers of clothing — a portable heater at his feet while relaxing in the pit area.

Ron Lechien will be competing in the 250cc class in outdoor National MX events in '84. "It wasn't my choice," Lechien said, "If I had a choice I would definitely ride the 125s, but that was the way the deal went when I made the move from Yamaha to Honda. I'm starting to get used to the Honda machinery, and should be ready for this week's Gainesville (Florida) National."

Atlanta Supercross winner Johnny O'Mara takes his training very seriously. It's not unusual for him to log over 60 miles per week in his running efforts. "I have been doing weight training also," O'Mara said. "My weight is up seven pounds over last year, and that's nearly all muscle. It helps me to handle the 250 in Supercross events much better. That's one reason I've done so well this season."

Last week we reminded California riders about the March 22 California Air Resources Board meeting in Los Angeles to consider emissions limits for motorcycles. As we've reported, C.A.R.B. is considering a 1.0 gram-per-kilometer emissions limit that would certainly force many motorcycles to come equipped with catalytic converters, raising the price of catalyst-equipped models an average of $261 and some individual models by $780. This is in spite of the fact that motorcycle emissions have already been lowered by over 90%. Letters with your opinion may be sent to Gordon Duffy, Chairman, California Air Resources Board, P.O. Box 2815, Sacramento, CA 95812.

Linda Rhodes, a UCLA film/television major doing a video feature on women racing motorcycles for her college Masters' thesis, will be filming the women's class of a March 18 motocross at Sunrise Valley Cycle Park in Adelanto, California. This won't be something coming across the family TV set in the next couple of weeks, but Rhodes indicated that she hopes to get the completed project on screen, possibly via cable. If there are any questions, she can be reached at 818/705-6326.

Speedway racer Buddy "Bud Man" Robinson and Talli Sheldon tied the knot in northern California on February 26. Following a brief honeymoon, the pair will journey to southern California, where Robinson will be competing in the Coors Speedway Spring Classic.

Honda rider Marty Smith, former 125 and 500cc National MX Champ, won the February 26 D-38 King of the Desert race near Plaster City, California. The 1983 titlist in that event, Husqvarna's Dan Ashcraft, finished second.

Pete Hames, the 1984 dirt track sensation we interviewed last week, called in to say, "When we did the interview I forgot to mention four of my sponsors. Would you please include S&W Shocks, Performance Machine, Corona Raceway and Nippondenso Spark Plugs on the list?" Sure.

HosPITal STOP: Women's National Motocross Champion Kimi Douglass underwent extensive knee surgery on February 21, and she is expected to be in a full leg cast for 12 weeks. Cards and letters can be sent to Kimi at 376 North Via Remo, Anaheim, CA 92806.

The Senate Rules Committee has announced the re-appointment of Michael Bishop to the California Off-Highway Motor Vehicle Commission. Bishop, who heads the Pismo Dunes ATV Patrol, had previously held a one-year term on the Commission and had served as its vice chairman. Two other Commission positions remain open as a result of initial one-year terms, and will be filled by Governor George Deukmejian and Assembly Speaker Willie Brown. The next meeting of the Commission is on Saturday, March 24, at the San Bernardino Hilton, in the Fontana Room, 285 E. Hospitality Lane, San Bernardino.

The May 5 Kansas City round of the InSport/Wrangler Supercross Series schedule has been dropped. In making the announcement, InSport director Gene Trobaugh said that there were a variety of reasons for the cancellation, but admitted that manufacturers' pressure for a shorter season was one of the factors.

HosPITal STOP: Flat trackers Jim Rosa and Rob Ely remain hospitalized following crashes in a flat track event at Corona Raceway. Both have broken femurs, and other injuries. Rosa is currently in room 18, while Ely is on the fourth floor, in the neurosurgery ward. Cards and letters to both riders may be sent to them at Riverside Community General, 9851 Magnolia, Riverside, CA 92503.

(Continued to page 26)

PHOTO BY BRIAN BARNES

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ON THE FRONT PAGE: We put Can-Am's new 560cc thumper to hard work. Impression starts on p. 16. Photo by David Edwards.

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VOICES

Better than nothing at all

I agree with Kevin Park (Voices, January 25) that the American Motorcyclist Association can be tedious, hidebound and exasperating. Still, despite reluctance and misgiving, I renew my membership every year because along with the bad we get a little good, and that is better than nothing at all.

Also, as Ed Youngblood pointed out in only 400 words (Voices, February 27), it is stupid to drop out of the AMA over a single and separate issue.

WINSTON BEAUMONT
Wrightwood, CA

Thanks

Not all children obey their parents all the time! Such was the case at the CRC Candy Ass Enduro. My son Jason, having seen me start the second loop, wanted to find the finish line to see us finish.

Rather than ask for help, he knew he would find the finish line at the end of the course and thus proceeded out alone. The injury he sustained, 12 stitches over the eye, certainly taught him a valuable lesson.

He and I would like to express our thanks for the aid and comfort of the three men who helped: Dave Lambert, Darryl Kuhn, and the gentleman who came to get me. It is fine people like these that make this sport as enjoyable as it is.

Jason's eye is fine now and he is ready to ride again some day.

LARIE TRIPPET
Huntington Beach, CA

Double cross

If dirty politics were illegal, Senator Pete Wilson would be in jail.

Despite his personal, face-to-face promise to California recreation and resource organizations that he would not proceed with any Wilderness legislation until he had consulted with us, he has just announced a so-called "compromise bill" to increase California Wilderness by *1.697 million acres.*

Under wilderness status, no use is permitted on these lands except hiking and backpacking; no timber or mineral development is allowed, and vehicle access of any form is strictly prohibited.

The biggest loss to southern California off roaders would be the "Domelands Wilderness," a part of the Kennedy Meadows recreation area of the Sequoia National Forest. Among the losses will be the popular Woodpecker Trail, the Dark Canyon Trail maintained by the Chaparrals Motorcycle Club of AMA District 37, and about 50 miles of jeep trails. This area was added to the original bill by Senator Wilson, apparently in response to the desires of his preservationist friends, even though it does not meet RARE II Wilderness criteria. The apparent reason for including it is its proximity to the Sierra Crest Hiking Trail.

Northern Californians will lose even more: The Pincushion Region of the Sierra National Forest will become the San Joaquin Wilderness; despite the jeep trails in a large area around the Toulumne River, and much more, for equally obscure reasons.

CORVA and the other organizations in the Public Land Users Alliance, were deceived into supporting Wilson's bill by his pretended willingness to work with land users to reach an acceptable compromise. We agreed to support the 1.2 million acres recommended by RARE II, even though some losses to recreation would have occurred, to obtain "release language" for the areas not lost. Wilson's environmental compromise is completely unacceptable to CORVA, the Public Land Users Alliance, and the California Chamber of Commerce, among others.

CORVA asks *every* member of the off roading public; racers, recreation riders and industry, to join us in the effort to defeat this deplorable "compromise," which far exceeds the National Forest and Parks Wilderness additions agreed to by the President and Governor Deukmejian. There are only about 90 days left in this Legislature, so we must move quickly.

Letters must be sent to Senator Pete Wilson (U.S. Senate Office Building, Washington, DC 20510) demanding removal of all non-RARE II lands from this bill — naming specific areas of interest to you — and release of these lands from future consideration for wilderness status. If possible, a copy to us at 3472 Birdsong Ave., Thousand Oaks, CA 91360, would be useful and greatly appreciated. If we can help with your letter, or if you would like more information, please contact us at 805/493-1680. Please don't just worry about this one, help us work to prevent it.

DONNA CARNAGEY
Vice President, CORVA
Thousand Oaks, CA

Editing

I've been reading your "newspaper" for the past two years and you've been making the same mistake for those two years. You "edit" and cut down articles to fit in columns without concern for the content of the articles. You've destroyed the accuracy of many articles that have been sent to you that I know of.

In your February 27, 1984 issue you chopped and botched an article written by Jeannette Fisher. She was reporting on the Southland Racing Association New Year's Grand Prix in Carlsbad, California. The article covered each race in the program — that is, each race except most of the Vets, and the 250. As I reached the bottom of the page, I figured you would continue the article on the next page — you didn't! In fact, I looked through the whole magazine and found no continuation! By cutting off the last part of the article, you made Fisher look stupid. The article leaves the reader hanging. It is especially disheartening for the 250cc riders who survived one of the dustiest races in racing history!

You call yourself a motorcycle newspaper — *hah!* You are not driven by a desire to inform your readers, rather, you are driven by a desire to promote the few heroes of professional motorcycle racing. They don't buy the newspaper! The common rider who just barely makes it to the finish line buys it. In the future, with the huge influx of motorcycle magazines, if you expect to sell your newspapers, you had better edit your articles for the people who buy them!

BOB DAILEY JR.
Cerritos, CA

We'll let you in on a little secret, Bob. Editing and cutting down race reports to fit available space ranks right up there as one of our "favorite" things, right along with flat tires, thrown chains and fifth-gear endos. No publication has unlimited editorial space, so sometimes we have to cut, even as the stories are being pasted up onto the actual mechanical page. And with our weekly deadlines, we have to make such decisions rapidly. The varied demands of our readers, some of whom want to see their exploits in print, while others want to know who is likely to be the next Bob Hannah, Ricky Graham or Kenny Roberts, ensures that we can't please everybody. But we do try. And we do care...Editor.

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

TEN YEARS AGO

Bryar Holcomb pronounced his domination of a CMC Carlsbad motocross with a Spanish accent, winning the 250 and 500cc Pro classes on a pair of Bultacos. **Randy Myers** rode a similar machine to second in the 250s, while 500cc runner-up **Billy Clements** was on a Husky. In the 125cc Pros, Honda rider **Marty Smith** took the gold over **Dave Eropkin** (Hon).

Out in the desert, **Mark Adent** took his second-straight overall D-37 desert win. Second overall after spending the early part of the year getting the bugs worked out of a new Honda ride, was **Tom Brooks.** Third overall went to another 250cc classer, **Jim Wotring.**

The Garden Grove Unified School District co-sponsored a high school motocross event at Orange County International Raceway that drew contestants from seven schools. In the end, Santiago High School won the event with 131 points.

Yamaha pilot **Bob Endicott** took both the 250 and 350cc GP classes at an AFM road race at Riverside Raceway. The 50cc GP event went to Ital-Jet rider **Eddie Lawson.**

The Mowry Mountain 100 Enduro, one of the toughest events in the state of Arizona, went to Yamaha rider **Dave Wood.** Wood compiled a score of 35, eight points better than that of Open-class winner **Curtis Lahring** (Kaw).

Bottlenecks caused most of the 700 riders in the Sawmill Enduro in northern California to hour out, but overall winner **Ben Bower** only dropped 17 points on his Husky.

Barney Newman was thwarted in his bid to sweep through the Expert classes of a Bend, Oregon, motocross. Newman won the 125cc Expert class on a Penton, then took the first two Open Expert motos on a Montesa. However, in the final Open moto, his bike proved reluctant to start and he dropped to second overall behind **Randy Limbeck** (Hon).

Riding a 250 CZ, **Lee Scheffers** was the overall winner of a hare scrambles hosted by the CRC. Second overall went to another 250cc rider, Yamaha pilot **Jamie Avels.**

A R.A.C.E. motocross at Corona Raceway was the scene of a 125cc Novice win by Bultaco rider **Todd Breker. George Forte** took the runner-up spot in that class, with **Doug Lincoln** finishing third.

A TRA motocross in Eugene, Oregon, featured a Montesa sandwich of the 250cc Expert class. **Steve Williams** was the winner on one of the Spanish machines, and **Skeet Hise** placed second on another. In between them was Suzuki pilot **Brad Hurst.**

"Rocket Rex" Staten finally earned a Honda factory ride.

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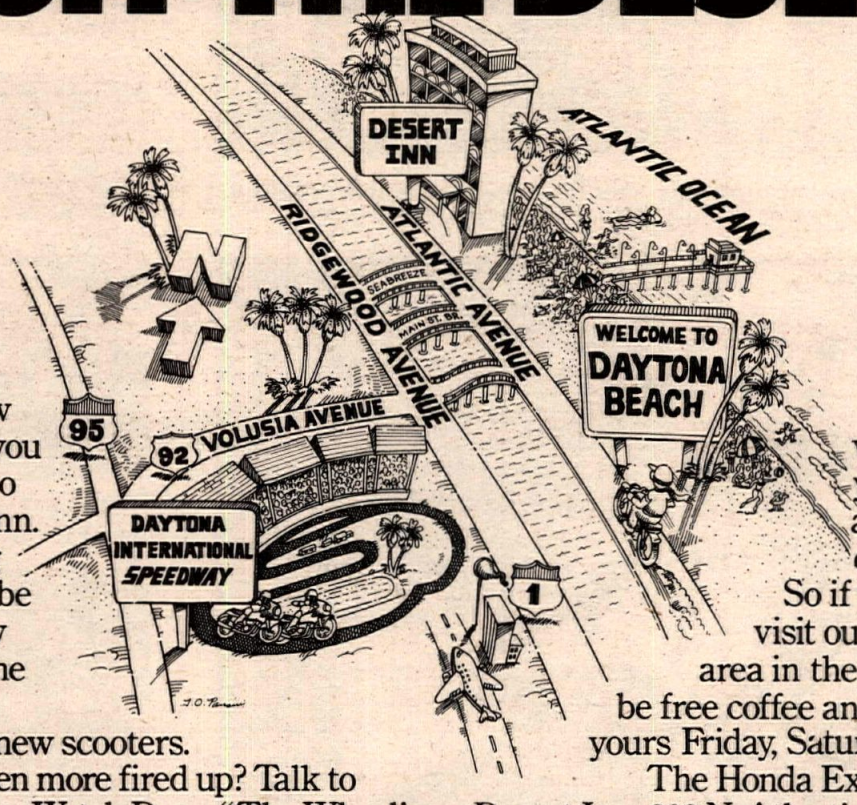

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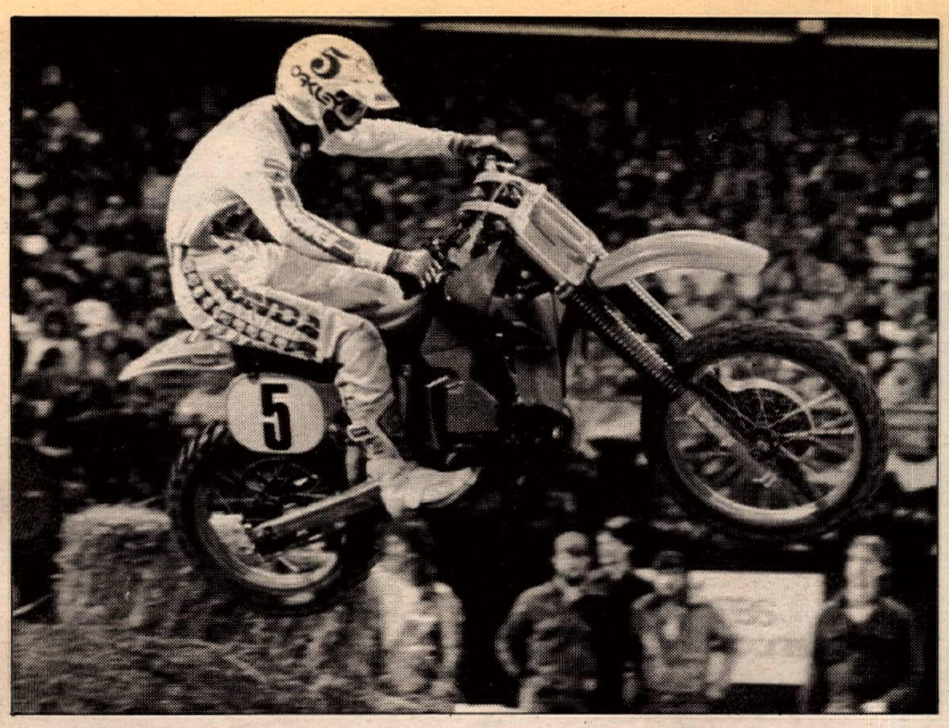


(Above) Johnny O'Mara captured his second Supercross win. (Below) Mark Barnett finished second, his best finish yet in the 1984 series.

(Above) Rick Johnson (17) and Billy Liles battle. Johnson finished fourth. (Below) Jeff Ward (4) captured the holeshot in the main.

(Below) Defending Supercross Champion David Bailey was not up to his usual form. The best he could manage was a fifth.

InSport/Wrangler Supercross Series: Round 4

O'Mara radiant under Atlanta chill

By Tom Kolnowski
Photos by Dan McCauley and Kolnowski

ATLANTA, GA, FEB. 25

Team Honda's Johnny O'Mara further strengthened his current position as one of the country's most potent MX talents with a convincing win in the Miller High Life Superbowl of Motocross South at Atlanta Fulton County Stadium.

Kawasaki's Jeff Ward appeared to have the speed to win the 20-lap final event, but O'Mara flew cleanly past on lap eight and paced the remaining laps to record his second Supercross win of the season and also the second of his career.

Mark Barnett, Team Suzuki's only works machinery-mounted rider, had his best ride of the young series and narrowly edged Ward on the final lap for second. Yamaha's Rick Johnson bested Honda's David Bailey for fourth.

"It feels great to win again, just like it did to win the season opener in Anaheim," said a jubilant O'Mara after his win. O'Mara's tuner, Jim Felt, embraced the "O'Show" after a high speed run from the mechanic's area, with a throng of reporters and photographers following in his tracks.

Ward, who came to Atlanta with a seven-point lead in the series point standings over second place O'Mara, picked up another 40 points, while O'Mara managed to net 44 for his efforts. As a result, Ward takes a slightly smaller series-leading point tally over O'Mara, 168-165, into the next round of the series in Houston on March 23. Johnson retained third place in the standings over Barnett, 156-136.

A cold front brought chilly air into the Atlanta area, with temperatures dipping into the 30s by the time the final was history. Spectator turnout was quite strong, with a reported 40,803 on hand to enjoy the action under clear skies. Previous editions of the annual happening have been characteristically plagued by rainy and extremely cold conditions.

Heats

A total of 57 riders — three less than the maximum 60 — were divided up into four heat races of eight laps each. The top seven would go to the semis. Ward immediately proved that he was out to retain his point lead by jetting to the front of the opening heat, with Team Yamaha's Broc Glover a tight second over hometown favorite, Kawasaki's Billy Liles. Ron Lechien, adapting slowly to his Team Honda works bike after the switch from Yamaha at the end of the 1983 season, held down fourth over Yam-

aha Support rider Mark Murphy.

On each succeeding lap, Ward pulled away from Glover at the rate of nearly one second per lap, with Liles and Lechien a bit farther off the pace but engaged in a close battle.

Ward cruised to a seemingly easy win over Glover, with Liles and Lechien taking their dice for third right to the checkered flag. Liles got the nod by inches after a side-by-side flight over the finish line. Floridian Jeff Frisz took his Honda to a distant fifth.

The start of the second heat was controlled by David Bailey, with Yamaha-mounted Danny Storbeck, O'Mara and Suzuki rider Rick Ryan following. Halfway through the first lap, O'Mara easily passed Ryan and then Storbeck and set out after leader Bailey.

After three laps, Bailey held a slim one-second lead over O'Mara, with the Honda-mounted duo pulling away from the pack in quick order. Bailey continued to hold off the charge of O'Mara, with O'Mara managing to slightly trim the difference in the final laps.

O'Mara was less than a second behind winner Bailey at the finish line, with Ryan pulling ahead of Storbeck to finish a very distant third.

Yamaha Support rider Rodney Smith topped Suzuki's Scott Burnworth in the race through the opening right-hand sweeper in the third heat. Team Yamaha's newest member, Michigan resident, Keith Bowen, came through in third over Yamaha-mounted Kenny Keylon. Burnworth passed Smith shortly into the first lap and began to pull away, while Rick Johnson worked his way through from seventh after a poor start.

By lap five, Burnworth had a four-second lead over Bowen in second, with Johnson charging hard into third ahead of Kawasaki's Goat Breker. Breker crashed in a whoop section, but remounted and held onto fourth.

In the final laps, Johnson passed Bowen then rapidly closed the gap on leader Burnworth. In another race to the finish line, Johnson pulled off a pass for the win over Burnworth, with Bowen retaining third over Breker.

Honda's Bob Hannah looked to be in top form in the final heat, pulling to an immediate lead over Barnett, Kawasaki's Kent Howerton and Suzuki-mounted Canadian Ross Pederson. Hannah put enough ground between himself and Barnett by the final lap to win by three seconds, with Howerton placing third. Pederson finished a creditable fourth after a crash on the next-to-last lap.

Quarter-finals

A pair of quarter-finals were run, composed of those riders that finished out of the top seven in heat race action, with the top four in each event making the transfer to the semis. Team Tamm's A.J. Whiting quickly jumped out front in the first contest, with Louisiana's Allen Semar trailing. Another pair of Team Tamm riders, Jeff Hicks and John Whelchel, filed into third and fourth. Whiting ran away for the win over Semar, with Hicks and Whelchel keeping the same positions throughout the eight laps.

Canadian Doug Hoover, riding a Yamaha, was the class act of the second quarter-final. Hoover ran away to a 12-second victory over 1984 Florida Winter Warm-up Series 125cc A class title winner Tom Rice, with Honda-mounted Carlo Coen taking third over Seattle's Tom Moen.

Semis

The top nine finishers in each of two semis would transfer to the final. Glover made a clean pivot for the lead in the first semi, as Ward, O'Mara, Liles and Team Tamm's Alan King followed through in a tightly-knit pack. Bailey came off the first jump and crashed upon landing, relegating him to last place. Less than a half lap into the contest, Glover suffered a similar fate and fell to the rear of the pack, with Ward cashing in on the mistake for the lead.

Into the second lap, O'Mara gave Ward less than a second of breathing room, with Liles, Lechien and Ryan several seconds off the pace. Bailey was on the gas and passing several riders on each lap. By lap four, Ward had extended his lead to a slim two seconds over O'Mara, while Lechien passed Liles to secure third.

On lap seven, Ward and O'Mara held their respective positions, but Lechien dropped back to sixth after failing to crest a jump and lost several seconds. Liles moved up a spot into third, with Bailey nudging from fifth behind Ryan.

On the last lap O'Mara fell two bikelengths short of catching Ward and was forced to settle for second at the finish, with Liles holding third over Bailey. Ryan was fifth.

Bailey explained his problem on the start. "I had a very good drive coming off the first jump, but when I landed I caught Johnny's (O'Mara's) rear wheel," Bailey said. "That's all it took and I went down. I spent the rest of the time trying to catch up."

Glover recovered to finish ninth. "I was starting to build up a lead, but when I landed off the jump my front wheel caught one of the deep grooves — there were a bunch of them out there — and I lost it," Glover said. "I get the 17th pick of starting positions in the final — not exactly the best place to start."

Burnworth won the race through the first corner and over the jump in the second semi, with Johnson, Barnett and Breker wheel-to-wheel behind. Seconds later, Burnworth found himself on the ground after an out-of-shape landing, and Johnson swept past for the lead. From that point on the race for the top several spots was over, with Johnson slowly pulling away from Barnett in second. Breker continued to hold third, falling further off the pace on each lap. Hannah was forced to make the best of a mid-pack start and was on the move from eighth.

Johnson won over Barnett with five seconds to spare. Breker finished third, with Hannah completing his ride in fourth over Bowen.

Last Chance Qualifier

Only two riders would transfer from the Last Chance Qualifier to the final, and with that in mind Whiting throttled to an immediate lead over King. The rest of the field was left far behind after a single lap, while Whiting and King diced their way along through the eight laps. Whiting managed to retain a second of air space between himself and King for the win to gain his first-ever start in a Supercross final event in the U.S.

Final

Bailey, who was back in the pit area beneath the stadium, staying warm, nearly missed the call to the starting gate for the final. The start, however, was the cleanest of the night. Ward let the rest of the 20-man field know he would be the man to beat by quickly establishing a lead over teammate Breker, O'Mara, Barnett and Bailey. After the completion of two laps, Ward had built a semi-comfortable lead over the battle for second — a toss-up between Breker, O'Mara, Barnett and Bailey.

On lap four, Ward's lead read three seconds, with O'Mara moving into

Although Jeff Ward finished third at Atlanta, he still managed to hold on to the points lead over Johnny O'Mara by three points, 168-165.

second after Breker went down in a whoop section. Breker dropped to the back of the pack, with Barnett and Bailey a solid 3-4. After the completion of six laps, O'Mara had trimmed Ward's lead to less than one second, with Johnson on the gas and moving up on Bailey in fourth.

Things tightened up even more on lap eight, with O'Mara pulling alongside and then cleanly passing Ward for the lead in a set of double jumps. O'Mara began to pull away, leaving Ward behind only seconds ahead of the battle over third between Barnett and Bailey. Johnson was only a few bikelengths behind Bailey, with Hannah and Liles engaged in a dice over sixth.

O'Mara continued to look strong out front through laps nine, 10 and 11. On lap 12, Ward and Bailey tangled heading through a whoop section near the mechanic's area. Ward stayed upright and held second, with Bailey taking a fall. Barnett and Johnson motored past as Bailey quickly remounted back in fifth.

Laps 13, 14 and 15 belonged to O'Mara, as Ward, Barnett and Johnson continued their dicing over second. Bailey was moving closer to that battle. O'Mara had lapped over half the field and led Ward by three or more bikelengths.

By lap 17, Ward had managed to break free of Barnett and Johnson and laid a more solid claim to second, with Bailey running a tight fifth behind Johnson. Lechien was sixth over Hannah and Liles, but over a half lap off the pace of the top five.

O'Mara had lapped all the way through ninth place by lap 19, with Barnett riding in perfect form in an attempt to catch second place Ward.

Only two corners from the finish line on the final lap, Barnett dove to the outside of Ward to nail second and followed winner O'Mara across the line. A second later, Johnson came through for fourth less than a bikelength ahead of Bailey.

"I made my break for Ward in a set of double jumps," said O'Mara. "He got a little squirrelly in the corner before that and I saw my chance coming. After that I really felt comfortable and pretty much thought I had the win in the bag. I put nearly a second per lap on Ward after that, then settled into a pace I figured would win it for me. Other than the lappers that slowed me a bit, I really didn't have any problems. The track wasn't one of the tougher ones, so you definitely needed a good start. I'm really pumped about all of this!"

"I missed a gear coming out of the corner where Barnett caught me," said Ward. "By the time I recovered he was gone, and since it was the last lap I couldn't make up the difference." When asked about losing the lead earlier to O'Mara, Ward said, "My arms pumped up and I was just fighting the bike. I wasn't able to hold on tight enough in the rougher stuff. I'll be ready for him at the next race."

A very happy Barnett said, "I came up on Ward in that corner and he slowed a bit, then I railed right on past. For the first time this year I felt really strong — like I used to feel. We have the bike working well and things are looking up!"

"I tried to pass Ward in a place I felt he would least expect," said Bailey. "He caught a glimpse of me in the corner of his eye and just held his line. I rode right into him and went down — in the very same place I passed Barnett earlier in the race. I thought that if I didn't try to pass him then I might get caught behind him for the rest of the race, but it ended up costing me maybe second place at the finish. To have finished there would've made me happy, but I blew my chances for that with the fall." •

Results

FINAL: 1. Johnny O'Mara (Hon); 2. Mark Barnett (Suz); 3. Jeff Ward (Kaw); 4. Rick Johnson (Yam); 5. David Bailey (Hon); 6. Ron Lechien (Hon); 7. Bob Hannah (Hon); 8. Billy Liles (Kaw); 9. Alan King (Hon); 10. Scott Burnworth (Suz); 11. Broc Glover (Yam); 12. Rick Ryan (Suz); 13. John Whelchel (Hon); 14. Ross Pederson (Suz); 15. Clint Hardick (Suz); 16. Kenny Keylon (Hon); 17. Keith Bowen (Yam); 18. Jim Holley (Yam); 19. A.J. Whiting (Hon); 20. Goat Breker (Kaw).

INSPORT/WRANGLER SUPERCROSS SERIES POINT STANDINGS: 1. Jeff Ward (168); 2. Johnny O'Mara (165); 3. Rick Johnson (156); 4. Mark Barnett (136); 5. David Bailey (120); 6. Broc Glover (111); 7. Bob Hannah (102); 8. Ron Lechien (95); 9. Goat Breker (88); 10. (TIE) Alan King/Scott Burnworth (73); 12. Billy Liles (72); 13. Kent Howerton (52); 14. Keith Bowen (48); 15. Jim Holley (43); 16. (TIE) Ross Pederson/Rick Ryan (41); 18. John Whelchel (38); 19. George Holland (36); 20. Brian Myerscough (32).

Erik Kehoe was untouchable in the 250cc Pro class. (Right) Phil Larson won both motos in the Open Pros and finished second in the series.

CMC Golden State/Skoal Bandit Series: Round 6

Ward, Breker take titles the hard way

By Kit Palmer

SANTA MARIA, CA, FEB. 26

Going into the final round of the Golden State/Skoal Bandit Series at Spillway Cycle Park, Kawasaki's Jeff Ward and Goat Breker had to put the final touches in the 125cc and Open class before claiming GS series wins. While Honda's Johnny O'Mara already had the 250cc title, Ward and Breker's title-clinching rides were hard-earned. Both the factory Kawasaki pilots spent the previous night in Atlanta, Georgia, for a Supercross and had to fly back to California on race morning. They left Atlanta at 6 a.m. and arrived a few hours later in LAX, then boarded a helicopter and flew to the track; landing in the pits minutes before the first 250cc moto. Forty minutes later, Breker was sitting on the starting line without riding, or even walking the track.

To complicate matters, Breker's body was battered from the night before. He fell in Atlanta, breaking three ribs and suffering some internal injuries, one of which a malfunctioning kidney. Doctors wanted to operate on Breker during the night, but he refused so he could race today. To clinch the Open-series win, all that Breker had to do was finish a moto, so he cruised around the track slowly and finished, for his second-in-a-row GSS win. Phil Larson won that moto, and the second, for the day's overall which put him second overall in the series.

"I'm really hurting," said Breker after his series-clinching moto. "I have three ribs broken and have some internal injuries also. I went to the hospital after the race last night and stayed there all night long. I didn't leave the hospital until 5:30 this morning because the doctors wanted to operate on me right then and there, but I said no way. I will go to the hospital near where I live later this afternoon. But I am glad I won!"

In the 125cc class, Ward had a tough time as well. He had to ride hard to beat Suzuki's Pro Support rider George Holland. Going into the race, Holland was only 38 points behind Ward, so Ward couldn't just cruise like his teammate. Ward topped both motos and captured the overall.

"I'm really tired," said Ward afterwards. "I've only had an hour's worth of sleep since last night!" Ward also said he was happy taking the 125cc class championship: "I've worked hard for it too."

Even though O'Mara had the 250cc class win clinched, the battle for second in the series was up in the air between quite a few riders but mainly between Suzuki-mounted Jim Tarantino and Husqvarna's Micky Dymond; strangely, neither won. Honda rider Erik Kehoe showed both of them, and the rest of the pack, the fast way around the track. Kehoe led from start to finish, riding flawlessly in both motos.

Yamaha's Eddie Hicks blew away the Mini Expert class with back-to-back wins and also went home with a GSS title, clearly dominating throughout the series. A consistent pair of thirds by Honda's Scott Brown took second.

Mini Expert

Hicks dominated the class, winning both motos with ease while Brown took second overall. Hicks' main concern throughout the series was Suzuki's Mike Healey, who could only manage a sixth in the first moto. Honda-mounted Shaun Kalos put in an outstanding ride in the same moto by capturing the second spot ahead of Brown and Kawasaki riders Kyle Lewis and Mike Kiedrowski.

In the second moto, Hicks shot into an early lead ahead of Kalos, Brown and Healey. On the second lap, Brown shot by Kalos for second but dropped back to fourth a couple of laps later. While Hicks was busy stretching out his lead, Kalos and Healey were busy fighting over second. Near the end of the moto, Healey slipped by Kalos and held Kalos to third. Hicks, unbeatable, crossed the finish line for an uncontested first, and captured the GSS Mini Championship. Healey held on to finish second ahead of Brown, Kalos and Kiedrowski.

125cc Pro

Holland went into the Spillway race with a great chance of winning the 125cc GSS championship as long as Ward didn't show up. As the morning passed, no one knew if Ward was going to make it from Atlanta, so things looked good for Holland. But when the small helicopter circled the track, Holland's heart sank and all he had left to do was worry about himself and do his best on the track, and then hope Ward crashed or broke. Ward went into the race with a slim 38-point lead, but with only one hour of sleep since Saturday night and no practice on the sandy track, so Holland had a slim chance.

When the gate dropped, Holland shot into the lead while Ward was fourth. In between Holland and Ward were Kawasaki's Bader Manneh and Suzuki-mounted Doug O'Donnell. By the end of the first lap, Ward had had some problems getting used to the track and dropped back to seventh, while Suzuki's Gary Bowman worked his way into second. Soon after, Ward made his recovery by catching all the way up to Bowman, then two laps later, Ward took over second, and almost 10 seconds behind Holland. With each lap, Ward cut down Holland's lead by a couple of seconds. With a little over half the race completed, Ward snuck by Holland, but Holland fought back and jumped out in front again. It was only for a few turns, and then Ward made his move on the Suzuki pilot for good. The Kawasaki teamster opened up a comfortable lead and took the win ahead of Holland. Bowman held on and finished third ahead of Manneh and Doug Dubach.

Bowman shot to the front of the pack at the start of the second moto while teammate Holland followed. Ward got off to a poor start and was back in eighth. During the second lap, Holland passed Bowman for the lead while Ward picked off riders one by one until he slipped by Bowman on the fifth go-around and set after Holland, who had five seconds on

Jeff Ward (along with Goat Breker) flew back from Atlanta in the morning and landed by the pits in a helicopter, a little over an hour before his race.

him. But Ward quickly reeled in Holland and soon had the lead. Once again Ward cruised on for the win and the championship. Holland finished second followed by Dubach, Bowman and Yamaha-mounted Mike Beier.

250cc Pro

There were no factory riders in the 250cc class and the title had already been sewed up by O'Mara, but a fierce battle for second overall was up in the air. As the pack exited the first turn in the first moto, Honda-mounted Erik Kehoe held a slight advantage over Jim Tarantino (who went into today's race with two points over Micky Dymond), Honda rider David Taylor, Team Tamm's Jeff Leisk and Honda-armed Gary Semics. Dymond was in the dust back in 12th.

Kehoe got on the gas and quickly developed a sizable lead (six seconds) over Tarantino, who began feeling heavy pressure from Leisk a few laps into the race. Meanwhile, Dymond quickly made up for his bad start and took over the fifth spot by the fourth lap. Up front, the battle for second was fierce. Tarantino and Leisk battled for many laps until Leisk finally found a way around Tarantino for second on the 10th lap. By this time, Dymond had slipped by Semics but was too far behind Tarantino to make a move. Kehoe was hot and rode superbly for an easy win. Leisk finished second ahead of Tarantino, Dymond and Peter Snorteland (Yam).

Semics stole the second-moto holeshot, followed closely by Kehoe and Dymond. Tarantino went down early and dropped out of the race. It didn't take long for Kehoe to zap Semics and he then opened up a huge lead only a few laps into the race. Dymond snuck up and stole second from Semics, who eventually dropped back to sixth. Snorteland fell into the third-place slot while being pressured by Leisk, but the Tamm-backed rider dropped out of the race on the sixth lap. Kehoe developed a 15-second advantage over Dymond, who could not make up any ground. Kehoe took the overall while Dymond finished second in the ooto and got his second-overall series placing. Snorteland finished third ahead of Semics and Cagiva-mounted Ron Turner.

500cc Pro

Although Yamaha-mounted Phil Larson gave Kawasaki's Goat Breker ulcers throughout the series, Larson wasn't in contention for the lead with Breker. Larson had a slow start in the series but came on strong during the last few rounds. The only rider who had a mathematical chance at the overall series title was Yamaha-mounted Scott Manning, but Manning's main concern was Larson for second overall.

Larson jumped to an early lead after passing Honda-mounted Scott Sargent, who took the holeshot. Manning was in seventh while Breker was painfully putting around the course in first and second gears. After a fourth-place start, Eaton worked up to second by lap three but was a large distance behind the leader. Sargent followed in third, ahead of Manning and Kawasaki pilot Greg Zitterkopf. Larson extended his lead with every lap while Manning started to put the move on Sargent, and near the end of the moto Manning flew past Sargent over a double-jump section for third. Positions were the same when the checkered flag came out. Larson won the moto, but a very determined Breker clinched the Open-class title by just finishing.

Again Sargent shot to the head of the class with Manning, Semics, Eaton, Snorteland and Larson hot on his rear fender. On the first lap, Eaton shot by Semics while Manning made his way by Sargent. Larson had a few problems in the early goings, but soon picked up his pace and labored into second near the middle of the moto after Eaton put the move on a fading Manning. Larson then zapped Manning and set after Eaton. It didn't take long before Larson had control of the lead. Manning's chances for a second-place series finish dwindled away as he dropped back a few more positions with a broken shock. The win went to Larson over Eaton, Semics, Sargent, Snorteland and Manning. As a result, Larson finished second in the series ahead of Manning. ●

Micky Dymond rode consistently throughout the series and was rewarded with a second overall in the final points standings.

The 250cc Pros jump off the line at the start of the first moto in the main.

Eddie Hicks clearly dominated the Mini Expert class throughout the series.

George Holland came close but finished 53 points behind Ward after the final round at Spillway.

Results

MINI EX: 1. Eddie Hicks (Yam) 1-1; 2. Scott Brown (Hon) 3-3; 3. Shaun Kalos (Hon) 2-4; 4. Mike Healey (Suz) 6-2; 5. Mike Kiedrowski (Kaw) 5-5; 6. Kyle Lewis (Kaw) 4-7; 7. Brad Kadau (Kaw) 8-8; 8. Junior Jackson (Kaw) 7-9; 9. Robert Naughton (Hon) 12-6; 10. Gene Baldwin (Hon) 10-10; 11. J.J. Taylor (Kaw) 11-11; 12. Greg Vowell (Suz) 9-30; 13. Terry Bostart (Hon) DNF-12.

125 PRO: 1. Jeff Ward (Kaw) 1-1; 2. Goerge Holland (Suz) 2-2; 3. Gary Bowman (Suz) 3-4; 4. Doug Dubach (Suz) 5-3; 5. Bader Manneh (Kaw) 4-7; 6. Mike Beier (Yam) 6-5; 7. Tyson Vohland (Yam) 8-6, 8. Terry Hampton (Kaw) 7-13; 9. Richard Halstead (Kaw) 10-12; 10. Doug O'Donnell (Suz) 14-11; 11. Tony Toste (Suz) 17-10; 12. Craig Canoy (Hon) 15-14; 13. Robert Mason (Yam) 13-16; 14. Terry Fowler (Hon) 12-17; 15. Joe Hopkins (Kaw) 16-15; 16. Stacey Cook (Kaw) 18-18; 17. Mike Fisher (Hon) 29-9; 18. Bruce Jackman (Suz) 21-20; 19. Rudy Dickinson (Suz) 23-19; 30. Bobby Bouck (Yam) 20-23.

250 PRO: 1. Erik Kehoe (Hon) 1-1; 2. Micky Dymond (Hus) 4-2; 3. Peter Snorteland (Yam) 5-3; 4. Gary Semics (Hon) 6-4; 5. Allen Silhanek (Yam) 7-6; 6. Ron Turner (Cag) 12-5; 7. David Hopwood 11-7; 8. Ben Highland (Hus) 10-8; 9. Ed Arnet (Hon) 9-9; 10. Louie Franco (Hon) 13-10; 11. David Taylor (Hon) 8-16; 12. Kevin Allman (Suz) 17-11; 13. Robert Laughlin (Kaw) 18-12; 14. Tim Winslow (Yam) 15-15; 15. Mark Maynor (Suz) 19-13; 16. Kelly Pugmire (Hon) 14-21; 17. Jeff Leisk (Hon) 2-DNF; 18. Ian Fitz-Gibbon (Yam) 21-17; 39. Jim Tarantino (Suz) 3-DNF; 20. Dale Dondel (Hon) 26-14.

500 PRO: 1. Phil Larson (Yam) 1-1; 2. Eric Eaton (Hon) 2-2; 3. Gary Semics (Hon) 5-3; 4. Scott Sargent (Hon) 4-4; 5. Scott Manning (Yam) 3-6; 6. Pete Snorteland (Yam) 6-5; 7. Mike Jackson (Yam) 7-8; 8. Richard Sands (Hon) 10-7; 9. Mark White (Yam) 9-10; 10. Greg Zitterkopf (Kaw) 8-11; 11. Brian Vargus (Hon) 11-13; 12. Mark Adamson (Hon) 15-12; 13. Robert Day (Hon) 14-14; 14. Kevin Green (Hon) 13-15; 15. Tommy Combs (Yam) 12-17; 16. Ken Jenkins (Hus) DNF-9; 17. Gaven Dillard (KTM) DNF-16; 18. Goat Breker (Kaw) 16-DNF; 19. Tim Worth (Hon) 17-DNF; 20. Michael Susslin (Hon) DNF-DNF.

FINAL POINT STANDINGS

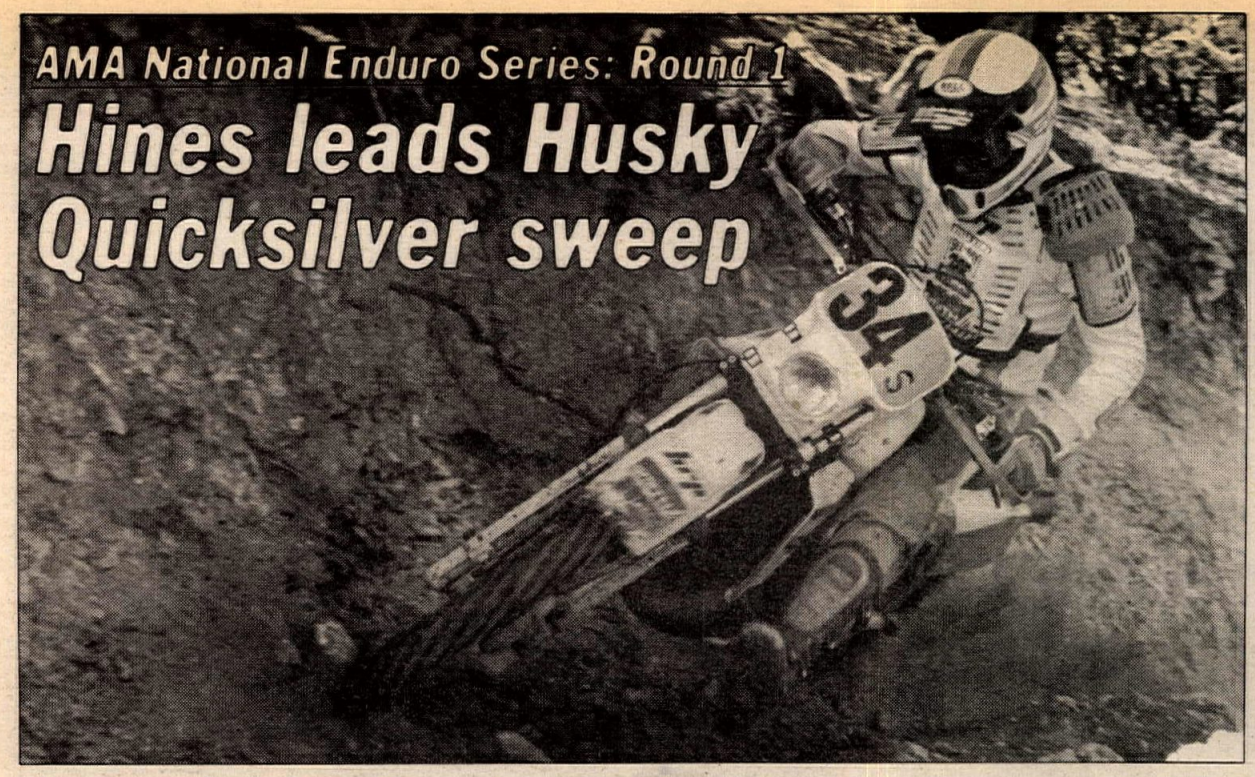
125 PRO: 1. Jeff Ward (498); 1. George Holland (445); 3. Mike Beier (355); 4. Gary Bowman (353); 5. Tyson Vohland (327); 6. Bader Manneh (320); 7. Doug Dubach (316); 8. Rodney Smith (305); 9. Mike Fisher (243); 10. Danny Storbeck (234).

250 PRO: 1. Johnny O'Mara (365); 2. Micky Dymond (329); 3. Jim Tarantino (296); 4. Gary Semics (241); 5. Ian Fitz-Gibbon (220); 6. Rick Johnson (219); 7. David Hopwood (206); 8. Mark Barnett (204); 9. David Bailey (200); 10. Allen Silhanek (193).

500 PRO:? 1. Goat Breker (418); 2. Phil Larson (403); 3. Scott Manning (396); 4. Gary Semics (391); 5. Peter Snorteland (380); 6. Mike Eaton (377); 7. Greg Zitterkopf (283); 8. Scott Sargent (281); 9. (TIE) Jim Ellis/Brian Vargus/Mike Jackson (183); 10. Tim Alarcon (169).

AMA National Enduro Series: Round 1

Hines leads Husky Quicksilver sweep



(Above left) Husky's Kevin Hines took the first National Enduro win of his career on one of the new WR400s. (Above right) Riding a similar machine, Mike Melton scooted to second, only one point off the 14 points totalled by Hines, even though both burned the first check.

Northern California favorite Dave Bertram took third overall on an air-cooled WR500, dropping 16 points.

Back in action after a badly broken leg suffered before the ISDE, 1982 Champ Terry Cunningham placed fourth overall.

By Jim Bowman

NEW IDRIA, CA, FEB. 19

Team Husky's Kevin "Ritchie Rich" Hines struck paydirt in northern California, winning the Quicksilver National Enduro and taking the point lead in the AMA National Championship Enduro Series. Hines, riding the new WR400, claimed his first National win with a 14-point score that was one better than that of teammate and 1983 National Champion Mike Melton. Team Husky's Dave Bertram and Terry Cunningham scored 16 and 17 points, respectively, to finish third and fourth ahead of Team Husky's proverbial thorn from Can-Am, John Martin.

Billed as having California's best National enduro (as rated by the National AA riders in 1983), the Salinas Ramblers Motorcycle Club hosted the event for a capacity crowd which included 15 of the top 20 AA riders. Rider attendance from the midwest and eastern U.S. was up this year with Bertram being the only rider in the top five from California. Among those from "out of town" was Honda's Drew Smith who finished sixth overall for the top placing by a Japanese manufacturer. California riders Matt Cullins, on a Petaluma Motorcycle Center/Rocky/Smith KTM, Tom Webb and Jeff Irwin, on a Hi-Point/Inter-Link/Sun River Cycle Husky, filled places seven through nine and Team Husky/Hallman-sponsored Fritz Kadlec made the trip west to finish 10th.

Being the first National enduro of the year, being that so many riders had to travel so far and being that they had to ride almost 110 miles when they got here, the Quicksilver tested the riders in a lot of different ways. Hines and Melton had no trouble adjusting to their new water-cooled 400WRs, but like Martin and Darryl Kuenzer they were used to 24 mph speed changes and burned the first check after neglecting a speed change to 18 mph. Bertram had been practicing on his automatic 500AE, but had to switch to a 500WR when part of his first bike was damaged in transport. But probably the biggest obstacle faced by a rider was that of the 1982 National Champion Terry Cunningham, who broke his leg badly at the ISDE last fall. Cunningham threw a 250cc Husky together at the last minute and rode safe and sound to fourth place; well within the 1984 points race.

That these riders suffered these setbacks and still finished well is a tribute to the versatility and skill they've gained with experience; some riders were not so fortunate. After today's event many of the riders spoke of the miles of tight trails in the dense manzanita brush and of at least one rock that "had his name on it." One of these rocks was named for the transmission case of Larry Roeseler's 250 Husky. Tied for second place at check four, Roeseler filled the hole with wood and transferred fork oil to the transmission before resuming competition and completing the next

eight checks. Roeseler lost 24 points at check five and carried that most of the way with him until the last loop, where his scores again ranked with the best in the AA class.

Behind Roeseler in skill level were 500-600 A, B and C riders who were battling for trophies and local series awards that meant as much to them as the National Enduro Championship does to the AA class. First among these riders was Grant Palenske from southern California who won the overall A honors on his 250 Honda with 30 points, good enough for 13th overall. Dan Neilson took the 250cc A title with 32 points which was equal to that of Open A class winner John Haaker. Grant's brother Garner claimed the 200cc A trophy after beating Steve Shoemaker out of a tie at 45 points.

Overall class winners at the Quicksilver will receive personalized enduro jackets while individual class winners will receive Malcolm Smith enduro clocks, but one special winner is overall B class victor Brett Cary who will automatically transfer to the A class for his achievements at a National event. Cary's score of 34 was 14 points better than that of second overall B and first 250cc B Larry Jorgensen, who scored one point better than 200cc B class winner Dwayne Bansemer. William Roope finished first in the Four-Stroke B class with 81 points while Wayne Stanfield took the Senior class (age 35-45) and Roger Corley claimed the Super Senior class (45+).

After watching the C class riders try to finish after dark last year, the Salinas Ramblers decided to finish the C class rider at about 70 miles. Bob Nappo was the overall winner with 31 points, two points ahead of Richard Wilson and 200cc class winner Richard Van Horn. Anissa Wilson topped five other women for the Women C class honors and Mike Taylor made it two in a row, repeating last year's win in the Four-Stroke C class. ●

Results

OVERALL: 1. Kevin Hines (Hus); 2. Mike Melton (Hus); 3. Dave Bertram (Hus); 4. Terry Cunningham (Hus); 5. John Martin (C-A); 6. Drew Smith (Hon); 7. Matt Cullins (KTM); 8. Tom Webb (KTM); 9. Jeff Irwin (Hus); 10. Fritz Kadlec (Hus); 11. Darryl Kuenzer (KTM); 12. Jeff Henning (KTM); 13. Grant Palenske (Hon).

AA: 1. Mike Melton (Hus); 2. Dave Bertram (Hus); 3. Terry Cunningham (Hus).

OPEN A: 1. John Haaker (KTM); 2. Brian Beatie (Hon); 3. Jon Ellis (KTM).

250 A: 1. Dan Neilson (KTM); 2. Geoff Ballard (C-A); 3. Duke Lambert (Hus).

200 A: 1. Garner Palenske (Kaw); 2. Steve Shoemaker (Yam); 3. Jeff Naff (Kaw).

4-STROKE A: 1. Vernon Gabbert (Hon); 2. Al Baker (Hon); 3. Bob Holmes (Hon).

SR A: 1. Joe Brown (Yam); 2. Walt Peterson (Hon); 3. Jon Shaffer (Hus).

SUPER SR A: 1. Morris Norman (Hus); 2. Jeff Smith (C-A); 3. Jerry Kramer (Hus).

OVERALL B: 1. Brett Cary (Yam).

OPEN B: 1. Marc Garrez (Mai); 2. Dan Worley (Hus); 3. Bill Russell (Mai).

250 B: 1. Larry Jorgensen (KTM); 2. Charles Lozier (Hus); 3. Brian Patton (KTM).

200 B: 1. Dwayne Bansemer (Hon); 2. Greg Houle (Kaw); 3. Dean Kramer (Suz).

4-STROKE B: 1. William Roope (Hon); 2. Clark Bierma (Hon); 3. Ronald Hurt (Hon).

SR B: 1. Wayne Stanfield (Hon); 2. David Sweeney (Hus); 3. Jim Martens (Hus).

SUPER SR B: 1. Roger Corley (Hus); 2. Daniel Friesen (Yam); 3. Harry Snell (Yam).

WOMEN B: 1. Barbara Mihovich (Hon).

OVERALL C: 1. Bob Nappo (Kaw).

OPEN C: 1. Richard Wilson (Yam); 2. Chris Freschi (Hon); 3. Steve Davis (Kaw).

250 C: 1. David MacDonell (Suz); 2. Tony Furia (Hus); 3. John Silva (Yam).

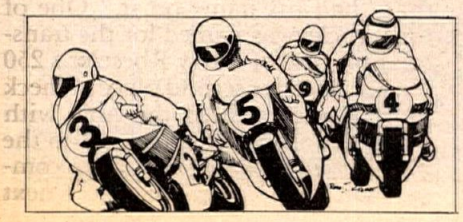
200 C: 1. Richar Van Horn (Suz); 2. William Porter (Kaw); 3. Jack Young (Kaw).

4-STROKE C: 1. Mike Taylor (Hon); 2. David Crowell (Hon); 3. David Tozer (Hon).

SR C: 1. Paul Freund (Hus); 2. Gary Fransen (Hon); 3. Wayne Embree (Hus).

SUPER SR C: 1. Thomas Murphy (Hon); 2. Dick Seigle (Yam); 3. Paul Simmons (Mac).

WOMEN C: 1. Anissa Wilson (Suz); 2. Jeanine Rendon (Hon); 3. Jacqueline Childress (Suz).



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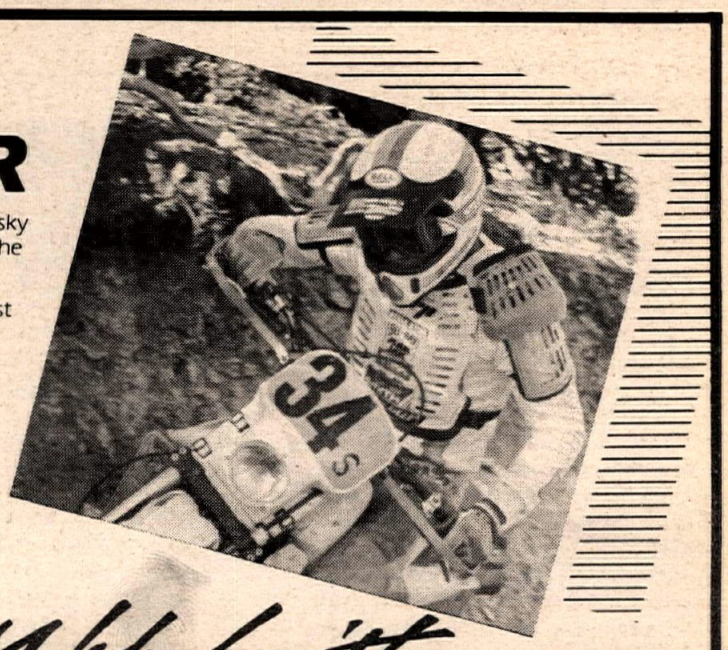

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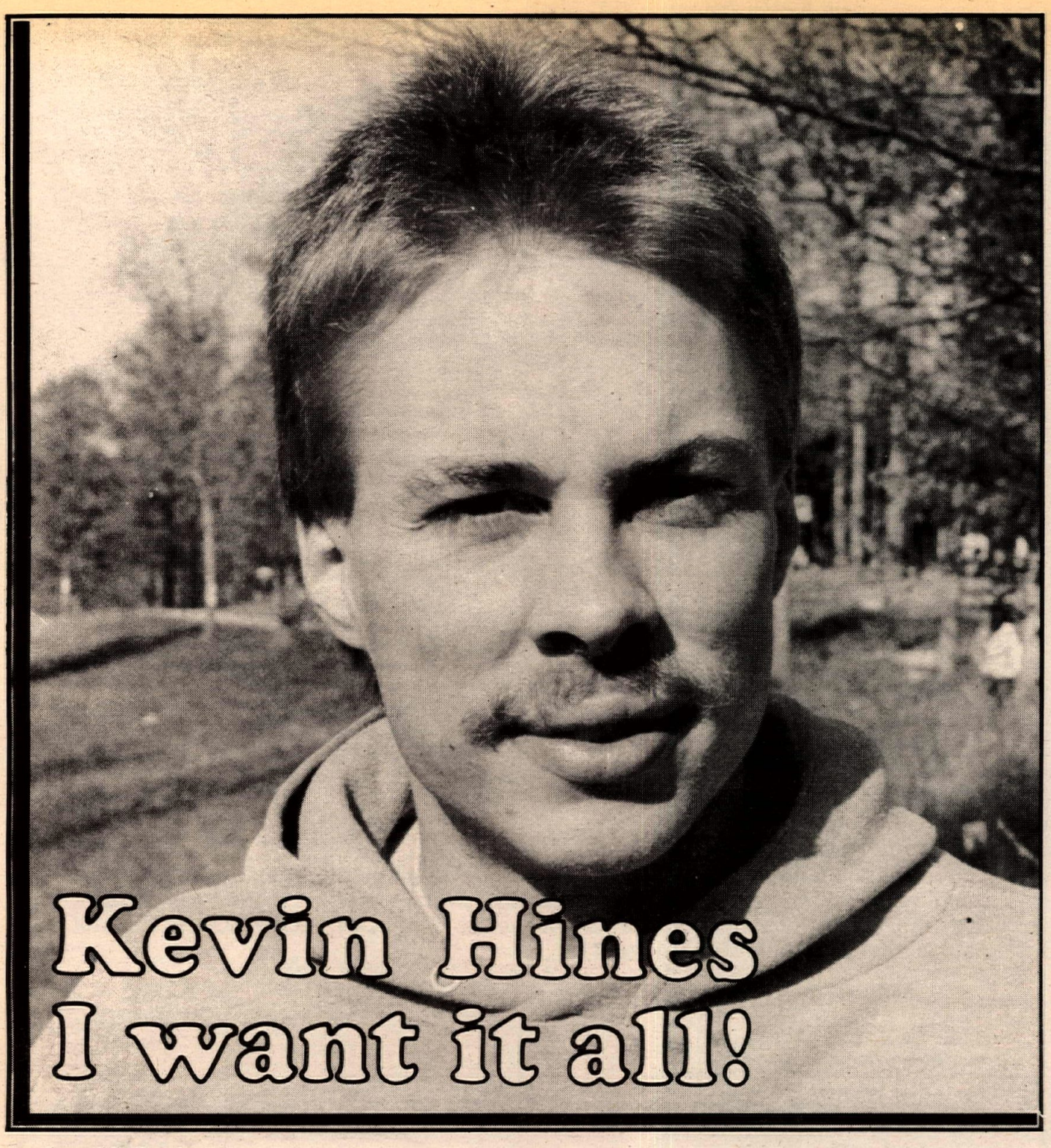

Kevin Hines I want it all!

By Dan McCauley

Kevin Hines is currently one of the fastest woods riders. Hines showed up on the National Championship Enduro, Hare Scrambles, and ISDE Qualifier scenes only two years ago, and now when the results are posted Hines' name is usually close to the top. In 1982, Kevin took his stand by winning the Alligator Enduro in Daytona Beach, Florida. But Hines didn't start getting any real recognition until he beat the factory stars at the infamous Blackwater 100 in Davis, West Virginia, in 1983. Many were still thinking or hoping that was just a freak day for the Massachusetts rider. Since then, Hines has taken overall wins in National Championship Hare Scrambles, an ISDE Qualifier and numerous other events. Until last week, Hines had been denied a National Enduro win. The Quicksilver National, run after this interview, changed all that.

National Enduro Champion Mike Melton calls him "Richie Rich." This is due to Kevin's strong financial backing from his obviously wealthy father, Paul Hines. Kevin has the freedom to devote 100 percent of his time to off-road competition. Kevin's attitude is serious toward achieving his goals. He knows other riders want the same titles he is chasing, and has made up his mind he must put out just that much more.

With a strict diet, Kevin has slimmed down from 190 lbs. to his current weight of 160. It is rare to find him awake much beyond 9:30 p.m., as going to sleep early is just a small part of his training program.

Loyal to Husqvarna motorcycles for quite a few years, Kevin is currently competing on a 500WR he calls "The Rebel Rooster."

We were fortunate enough to spend a week with Kevin over the Christmas holidays in New England. After some serious cross-country skiing, trail blasting and good times, it was time to get him to comment on a variety of subjects.

Leisure time: I surely don't spend Sunday in front of the television set watching the football games. I like to tune into documentaries and shows such as *20/20* and *60 Minutes*. My girl friend makes me watch *Solid Gold* and *The Dukes of Hazzard*, but I really don't get into those shows a whole lot. You can learn some rental car stunts from the "Dukes" though.

I spent a lot of time playing ice hockey in high school. I still enjoy watching a good hockey game. Skiing and auto racing are cool. Baseball and basketball don't interest me.

Downhill skiing is relaxing and is excellent for your cardiovascular system and muscles, and is excellent training. What I really like about it is it just gets you back down to nature — the snow, trees, the whole thing.

One of my big time summer recreational sports is water skiing. My family has a ski boat which we keep at our summer house on Cape Cod. I enjoy trick skiing, as well as slalom and a little bare-foot occasionally. I don't bare-foot as much anymore because it's a good way to break your neck.

I tried orienteering (a cross-country foot race where a compass is used for navigation) for the first time a month ago. My friend "Quazar" (Pete Leonard) and I entered as a team and ended up third overall in the Expert division.

I definitely don't approve of killing "Bambi." I love nature and would never kill animals for recreation.

I really don't play too many video games. My older brother, Ronnie, excels in that department. We have a system and every cartridge imaginable. I admit I did play a little Burgertime over the Christmas holidays, but Ronnie is still the "Burgermeister."

Music: I like all types of music. It depends on where I'm going and what I'm doing or what I'm chewing — like tobacco. I'll listen to country, disco, classical, or jazz, but I guess I prefer new wave to the other types.

My record collection includes everything from Haircut 100, The Dead Kennedys and Diana Ross to Hank Williams, Jr. The Clash is my favorite all-around group.

I don't enjoy going to large concerts, they're too crowded. I would rather see a good group in a rather quaint type of place. I don't particularly like large crowds or smoky places.

Toys: My 18-speed mountain bicycle is my favorite toy. It's a Univega Alpina Ultima. I enjoy my mountain bike for many of the same reasons I like cross-country skiing. Riding it is relaxing and exhilarating. I ride it on the same trails I ride my motorcycle on in Myles Standish State Park. I wish I had more time to ride and enjoy it. I'm planning on taking my bicycle with me everywhere this season. Racing cyclocross is definitely something I'm planning on doing.

I rode my 12-speed bicycle down to Cape Cod and the islands a couple of times this past summer, and that was enjoyable.

Cars: German cars are my preference — Porsche and Mercedes. The new Corvette is impressive in the performance department, though. I would like to have a Porsche 930 Turbo, but I couldn't fit my bike in the back. I don't know. It seems like too many of the big time racers have Porsches.

I think racing formula cars or off-road rally racing could be in my future.

Single life: I like being unmarried. It doesn't cramp my style. It enables me to come and go as I want.

Training: I feel training for National competition is a year-round thing. Many riders think taking a month or two off from racing when the season is over is OK, but I don't believe this is true. I agree the off-season is a time to relax. However, it is an excellent time to train and sharpen your skills.

I don't believe partying, smoking or drinking will fit into my schedule as long as I'm riding in competition. However, I do admit I did swallow a few Heineken's after the last round of the National Hare Scrambles Series at Loretta Lynn's. I won them in a bet.

I think running in the woods is very good, but I don't jog on pavement. It's too hard on your knees and joints.

I'm a member of Nautilus. It helps me work on flexibility as well as strength in one motion. I use Nautilus when time permits, but I feel riding is the best form of training. I practice as often as possible.

Nutrition plays an important role when competing in any athletic event. Food intake is as critical to your body as fuel is to your motorcycle. I have done quite a bit of reading on the subject of nutrition and health, and have come to the conclusion that this has a definite effect on your results.

Mental attitude: Traveling to events by myself a majority of the time has a tremendous effect on my attitude — both positive and negative. At times it's difficult having no one to talk to. Singing along with the radio gets old, but I think I do a fair job of keeping myself mentally fit. For '84, my attitude is all positive.

Traveling: I definitely spend more time on the road than any other off-road rider, thanks to my location and the fact that I ride every National Enduro, Hare Scrambles, and ISDE Qualifier. In fact, I'm the only rider to make all of the events. "K.B." (Kevin Brown) and I traveled to a couple of events together, and that was fun.

Racing expenses: I really don't know how much I spent last season to be honest with you. I would have to check with my father. If I wanted to make money I would have gotten into a different aspect of motorcycle racing. We're all playing the same game — some get paid, some do not. I guess I must really love riding or I wouldn't be doing it.

Support: My father, Paul Hines, is my major supporter in my quest to achieve National recognition. A title would really make him happy.

I come from a family of four boys. My father has always made it possible for us to race — from go-karts to motorcycles. My brothers were each very

successful in National go-kart racing. I did pretty well myself.

My mother gives full support in this racing game also. She wouldn't let me race motocross when I was growing up. She thought it was too dangerous. Having my family and my girl friend, Donna, behind me has definitely helped.

Joe Morel, owner of Morel's Husqvarna in North Attleboro, Massachusetts, has provided me with both mechanical and technical assistance throughout the past season. I also received some assistance from Husqvarna.

My father has helped me make it this far, but I really think having factory sponsorship may be critical in winning a National title. If you're factory supported you would be at a technical advantage — and you get some cool stickers and your name on your jersey for free.

National Enduros: At National Enduros, it's not always the best rider that wins — it's a combination of timekeeping skills, riding ability and luck. Riders who have been competing on the circuit for several years seem to have an advantage by knowing club members and what to expect as far as terrain.

I'm a newcomer to the National Enduro scene. Timekeeping is my major downfall. You can't get away with burning checks and still win the title. I feel my fourth overall finish last season is nothing to boast about. The way I look at it, it's better than fifth and not as good as third.

National Hare Scrambles: The National Hare Scrambles are the best test of a rider's ability. You go out and do a three-hour moto and the best rider wins, barring mechanical difficulties. I like the idea of all the riders starting together, unlike an enduro with riders leaving minutes apart. It's so much more fun racing in close competition.

I respect Eddie Lojak's riding ability and enjoy racing against him. Eddie's pit crew and mine work together when Eddie and I compete against each other. We are still friends at the end of the day.

I'm really looking forward to the '84 National Hare Scrambles Series. Last year, I won the 500cc class title, and this year I want the overall title!

ISDE Qualifiers: I think the three-day Qualifiers will be a better test of a rider's speed and ability to maintain his machine than the one- and two-day events.

ISDE: I really enjoy riding Six Days. I plan on riding it as long as I can still qualify. It is the only event in which riders from all over the world have a chance to compare their skills against one another.

In Wales I had some misfortunes, but I put that behind me and think of it as learning experience.

With two bronze medals to my credit, my results have not been overly impressive, but I hope better results will come with time and experience.

Favorite event: The Blackwater 100. I love riding in mud and rocks, but I can do without so much water.

I also enjoy riding fun events like NETRA and SE&TRA enduros. There isn't as much pressure and I can just have fun with my buddies.

Most respected rival: Eddie Lojak.

Future: Over the past two years I have gained much experience. I hope to put it all together this season and show some positive results. I really don't know of any rider on the National circuit with only two years of experience who has achieved really good results.

I hope I'm not setting my goals too high and spreading myself too thin trying to run all the National Enduros, Hare Scrambles and Qualifiers, but I want it all! •

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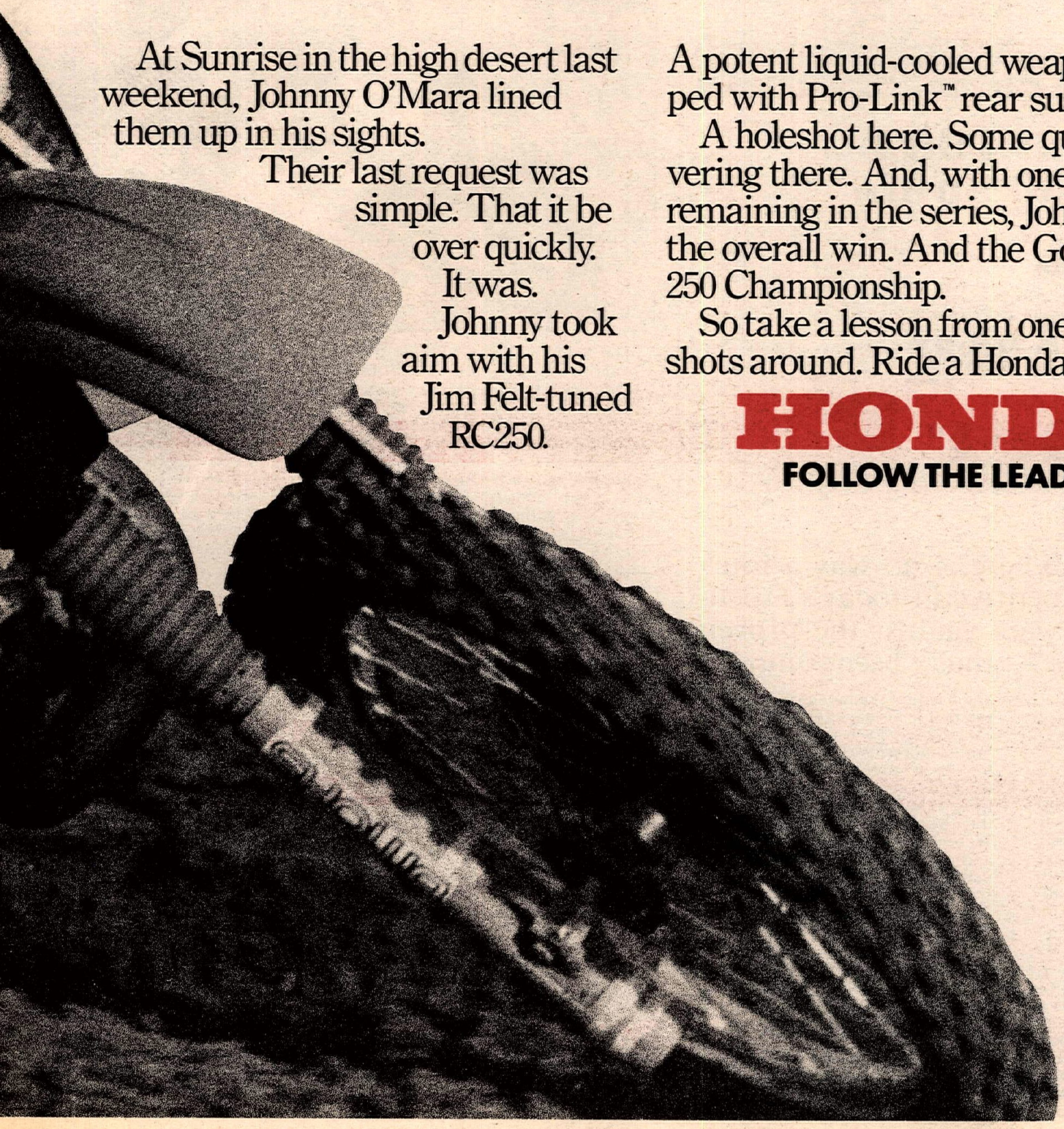
O'MARA EXECUTES COMPETITION AT SUNRISE.

Johnny O' wins CMC Golden State 250 Championship at Sunrise Valley Cycle Park.



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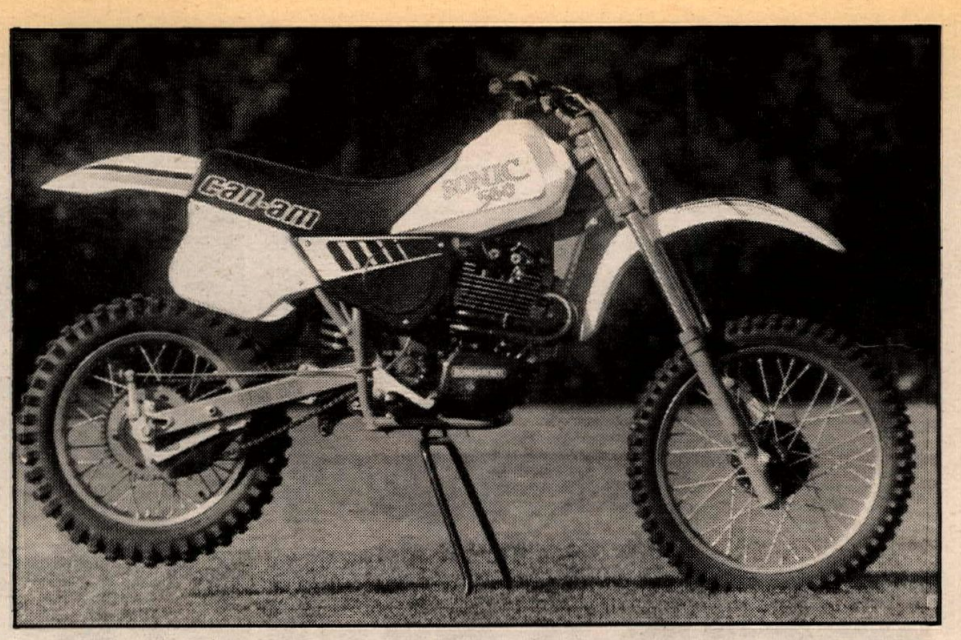
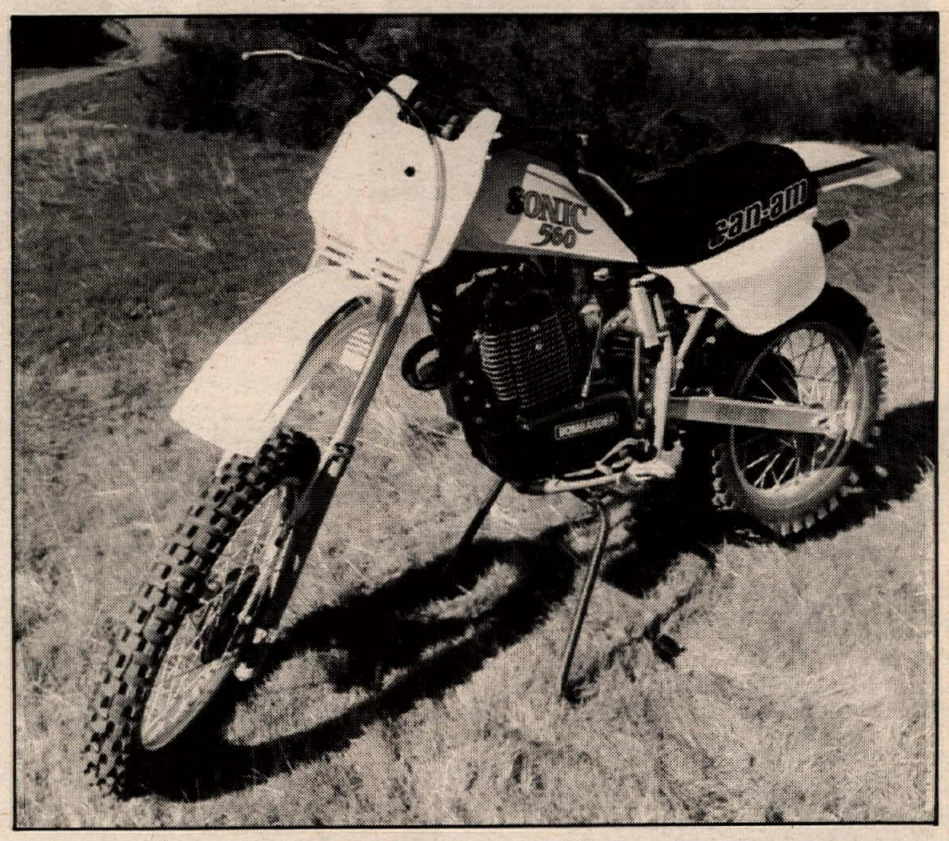




Impression: 1984 Can-Am 560 Sonic

Rule-bending boomer

By Kit Palmer
Photos by David Edwards

Let's be realistic: There is no way a four-stroke can be competitive in today's Open-class horsepower wars against the proven two-stroke engines — that's been almost a rule for the past 10 years. Yet, aren't rules meant to be broken?

Well, the new Can-Am 560 Sonic four-stroke should be suspended from motocross tracks for breaking nearly all the rules. Since that's impossible, it's the competition that suffers. The Sonic is definitely a competitive piece of Open-class artillery, but does that mean the big gun from Can-Am can actually win the hard-fought battles on the track?

Last year Can-Am introduced it's 500cc four-stroke to 50-50 success. Although it wasn't the greatest big-bore machine on the market, it was the best strictly motocross-intended thumper ever to hit the showroom floors. But there was a catch. The 500cc Sonic had it easy — no competition. No other manufacturer offered a motocross four-stroke, just enduro bikes that had to be stripped down and have gobs of money poured into the motor to make them somewhat competitive. Even if the others had built a motocrosser, the Sonic would have been tough to beat. This year it is a different story. Husqvarna came up with an Open-class thumper of their own — the TC/TX/TE Series. We evaluated the TX510 late last year and were very impressed with the machine, we wondered if the Sonic could maintain its headstart in the four-stroke motocross games?

In the pits the 560 Sonic is an eye catcher with its Pepsident-white plastic tank and fenders underneath bright red and black decals. However, it won't keep its good looks for long. After a few weeks, the tank decal will blister, the stripes on the fenders will tear after a few crashes, and the remainder will then have to be removed to retain some of its dignity. The flashy stripes on the airbox look like they will last much longer, however.

The Sonic is made "all over the world." It's Rotax motor is built in Austria while some of the other parts (Metzeler tires and Magura controls) come from Germany and Holland is represented with a White Power shock. Even a hint of Japan is carried on the bike with a Mikuni carburetor and a Nippondenso ignition. All these parts gather in Britain where the Sonic is assembled by Armstrong, not in Canada where they used to be. These parts are some of the best in the business so Can-Am doesn't fool around when it comes to quality. Throughout our impression, we experienced no mechanical problems.

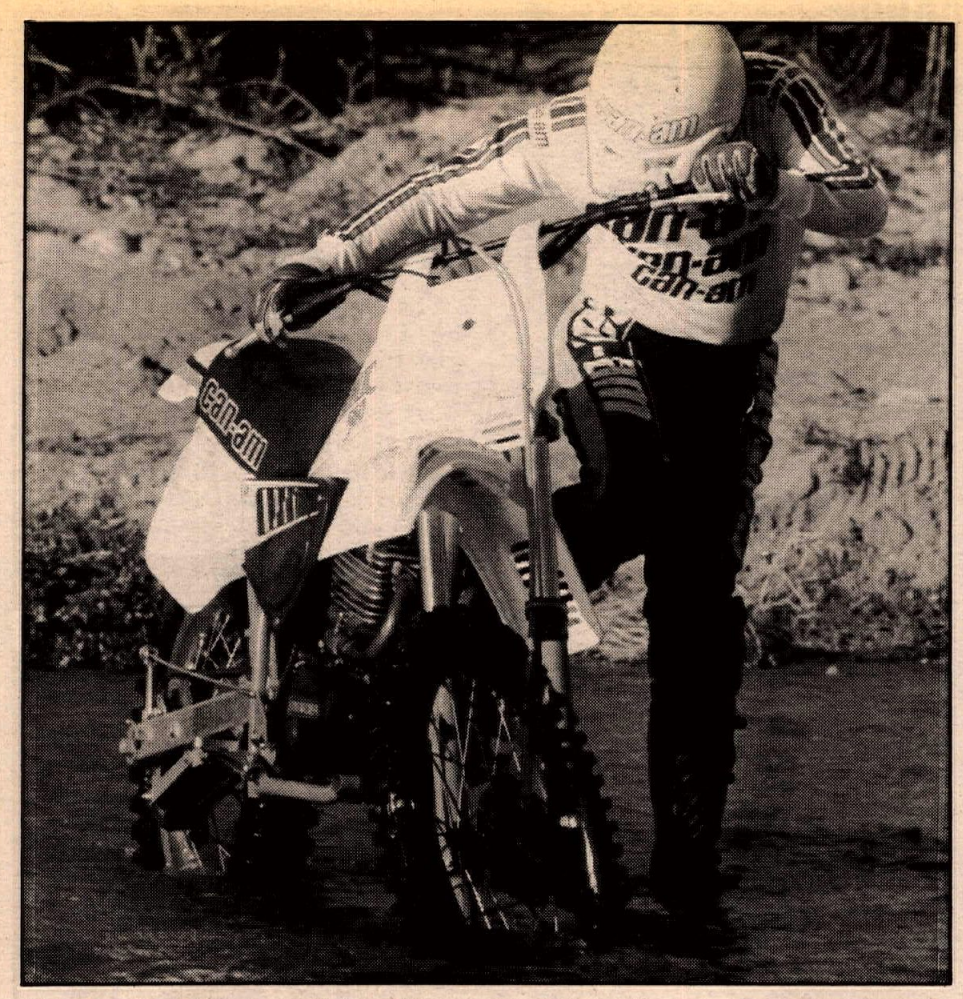
One of the biggest pluses in the Sonic's favor is the way it starts — amazingly easy, even compared to a two-stroke, and a 250cc at that. Usually one kick got the thumper to fire up; hot or cold. That helps out a lot when you're stuck on the side of a steep hill in the middle of the desert, or stalled near the end of a long motocross race. You don't have to use every ounce of strength left in your body to kick it over, either. The procedure is very easy. First, there is a compression release lever on the cylinder head of the motor that you flick forward and locks automatically. Then you move the kickstarter through its arc with your hand until the little "window" in the side of the head turns white and the lever returns back to its original position by itself. This means the 560 is ready to be fired up. You can either stand alongside the bike or sit on top to kick it over; it really doesn't make much difference since it is so easy to turn over.

When the Sonic fires to life, so will your eardrums. The Sonic is loud — too loud. The exhaust pipe, a straight megaphone, has absolutely no silencing. In a race, one strategy you couldn't use is the "sneak and zap" method, because the rider in front of you heard you coming two laps ago. However, it is intimidating. An aftermarket silencer spark arrester is already in the works.

For a big-bore thumper, the Sonic is fairly light: Can-Am claims the Sonic weighs 256 pounds dry, which is about 20 pounds less than Honda's XR500 but slightly heavier than Husky's TX510. Being light *for a thumper* is great, but with the lightweight two-stroke Open classers coming out of Japan (averaging about 230 pounds), it really doesn't mean much. While the weight of four-strokers is going down, so is that of the Honda, Kawasaki, Suzuki and Yamaha two-strokers.

On the track the Can-Am is quite a handful. It feels heavy and there is plenty of horsepower on tap with a twist of the wrist. On a dry, slick, hard-packed track, the Sonic has a few advantages over most two-strokes. While a two-stroke has a tendency to come on the pipe too abrubtly, causing the rear end to fishtail and sometimes forcing you off your line, the Can-Am tracks much more predictably when the throttle is wicked on.

The Sonic's powerband is very smooth. It's best is down low and through mid range; great for the aforementioned slick track. But when there is an abundancy of traction, the Sonic would have a hard time against, say, the Honda CR500. And if the straight is long enough, the Honda



(Above) The Can-Am starts very easily which is an uncommon feature for a four-stroke. (Bottom right) This year the Sonic has been bumped up 60cc more over last year's 500. The difference is noticeable.

will motor away from the thumper with ease.

But no matter how smooth and controlable the power is, on a dry track the Can-Am will still slide around a bit. While the rear end won't shoot out from underneath you like a skateboard, trying to keep the Sonic in a straight line through the marbles will tire you out, thanks to the 256-plus pounds.

Bringing the Sonic down to a sane speed for the turns requires very powerful brakes, which the Can-Am fortunately has — and they're not even discs. They work very well, but we would like to see a disc brake setup next year, at least up front.

Entering a turn, don't even think about downshifting into first gear — stay away from it as much as possible. There is so much engine braking that if you use first, the rear end will lock up, slide sideways and will most likely stall. Second gear is low enough to pull you out of just about any turn and is best off the start line in just about any condition.

Although the Sonic stands very tall, and the fork rake is rather wide, the Can-Am turns exceptionally well. It feels best out in the berms through wide turns, but still is very comfortable negotiating tight, bermless turns.

The Sonic's suspension is first-rate. In the rear, the thumper sports a White Power shock for more adjustability. The White Power shock has both compression and rebound dampening adjustments while last year's Ohlins did not. As received, the Sonic was already dialed in so we did not fiddle with the shock. The rear end soaked up the bumps through the 12.5 inches of wheel travel with ease.

Up front, the 40mm Marzocchi fork with 11.5 inches of travel was unnoticed — and that's the way a fork should work. We had no complaints with that department. Our biggest gripe about the way the Sonic handled is how it lands off big jumps. It lands hard, and the only way to cure this problem is to grit your teeth and hold on tightly, then hope you land straight. If you don't, the Sonic has a tendency to swap sideways in the opposite direction. It's scary but

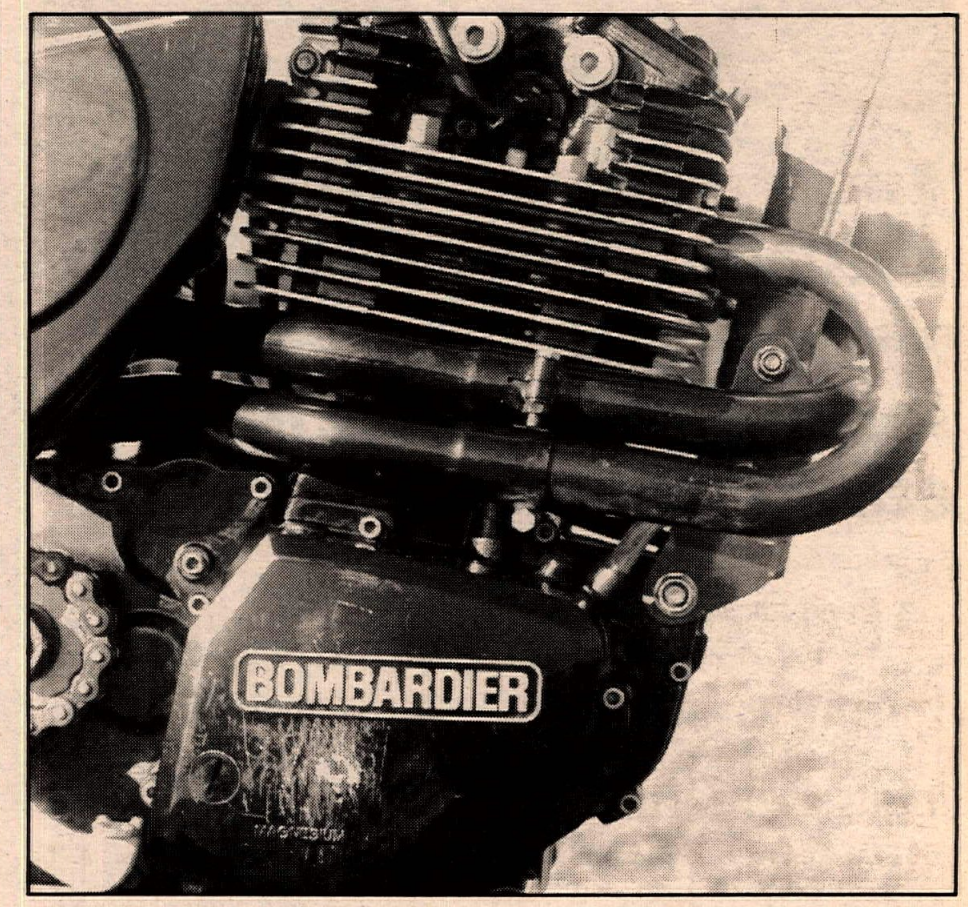
not deadly.

In a long section of whoops the Sonic is very stable. Rarely would it kick to the side as long as the throttle is twisted and your weight is perched over the rear fender. No sweat.

The handlebar, footpeg and seat relationship is comfortable. Last year the Sonic's seat was a tad too soft, but the 560 has eliminated that problem with a slightly firmer cushion. Both the tank and seat are very slim which enables the rider to slide about the bike with ease.

It takes a special kind of rider to own the Sonic. Being rich doesn't hurt, because the Can-Am costs a little over $3000 and that's a healthy sum of money. But for a true four-stroke fanatic, $3000 isn't really all that much, considering how much money it takes to build a serious thumper and the time and effort it involves. Can-Am has done it for him and has done a good job.

Even though the Sonic isn't the best Open motocrosser around, it is still the king of the thumper class. It performs well and defying thumper lore, it starts super easy. The Sonic also makes an excellent playbike out in the desert and mountains, as long as the trails don't get too tight (but a silencer and spark arrestor is a must). On the track the Can-Am *might* eat a two-stroke or two for lunch, however, with its weight problem, the Sonic is on a diet. •



Specifications

Engine

Type	Single-cylinder OHC four-stroke.
Displacement	562.1cc.
Bore x stroke	94 X 81mm.
Compression ratio	9.8 X 1.
Starting system	Primary kick.
Ignition system	Nippondenso, C.D.I.
Transmission	5 speed constant mesh.
Carburetor	38mm Mikuni.

Frame

Type	Nickel single-cradle.
Front tire	3.25 Metzeler.
Rear tire	4.50 Metzeler.

Dimensions

Wheelbase	59.5 in.
Seat height	38 in.
Dry weight (claimed)	256.1 lbs.
Fuel capacity	2.3 gal.
Oil capacity	3.18 L.
Suggested retail price	$3045.

(Above) Mike Crane (62) and Mike Jones lead 125cc champ Karl Jordan (32) into turn one. (Below) Mark Murphy (61) leads Jo Jo Keller in the 500s.

Florida Winter AMA MX Series: Final round

Jordan, Reinholt & Murphy earn crowns at Jax

By Mike & Anne Adair

JACKSONVILLE, FL, FEB. 18-19

Karl Jordan, John Reinholt and Mark Murphy earned Pro class titles in the final round of the Skoal Bandit/Miller High Life-sponsored series at Action Park MX. The same Florida trio also won titles in the 1983 series. Jordan took the 125cc title with Murphy and Reinholt swapping their class titles from '83.

Yamaha/Hi-Point sponsored Murphy was the only series winner to win his class at the final round and he did it in style, roosting both 500cc motos. "The bike was right. I felt good and taking two motos at the final race put the icing on the cake," said Murphy. Reinholt took the 250cc crown.

Rodney Barr adapted well to his new Kawasaki and topped Mike Crane and Carroll Richardson in the 125cc Pro class. Kawasaki's Billy Liles and Team Yamaha's Keith Bowen made their first Winter AMA Series appearances and finished first and second, respectively in the 250cc Pro class.

Heading into Sunday's action, Team Tamm/Dell Kawasaki's Tom Rice was in a must-win situation, trailing Hi-Point/Yamaha-supported Karl Jordan by four points in the 125cc division. Rice, who dominated the opening rounds of the series, said, "We have taken all the engine modifications off the bike, and it seems to work better stock. Rodney Barr, on a Sure-Fire/Barr's Competition/Support Kawasaki, exploded into a quick first moto lead, with Eddie Warren, Carroll Richardson, Mark McLaren and Mike Crane ahead of Jordan and Rice. Rice moved up fast and was trying for third place on lap five when he vaulted off a jump and landed on Warren. "I knew that it cost me the series and I just went crazy," said Rice. While Barr, Richardson and Crane had the moto finishing order wrapped, Rice took off a lap down. Jordan said later, "Rice tried deliberately to knock me down. I protested his riding." AMA referee Freddie Ephrem said, "I saw it, and had to disqualify Rice from the first moto for unsportsmanlike conduct. He (Rice) apologized and we shook hands, and I wished him a good second moto."

In moto two, Crane led Jeff Surwall, Mike Jones, Richardson and Barr with Jordan and Rice back in the pack. The Kawasaki trio of Crane, Richardson and Barr wedged Surwall out and staged their own race. Richardson took over on lap four, with Barr making it two wins in a row after passing on lap nine. "I just kept pushing and knew I was gaining on them," said Barr. Team Tamm/WD40-sponsored Steve Burdette took the number three spot and finished the series third behind Jordan and Barr.

The Champs (left to right): Karl Jordan, John Reinholt and Mark Murphy pose with some of the loot.

After winning his second 125cc Pro class title, Jordan said, "The '84 Yamaha was so different that we had a long learning process." Jordan collected the series purse and numerous contingency awards from Trim, Dunlop and Yamaha.

Reinholt had a strong 250cc series lead and was especially motivated for the finale. 'The interview in *Cycle News* really helped," he said. "Team Tamm signed me for a clothing and lubricants contract this week, and I would like to win both classes for them." Northgate Honda's Tom Carson erased the first 250cc holeshot of Honda-mounted Denny Bentley, with Reinholt, Dave Hollis, Keith Bowen and Jo Jo Keller in the hunt. Liles found himself in mid-pack and twisted the throttle on his factory Kawasaki, moving up fast. Reinholt, on a Wayne Meaks-prepped Honda, displaced Carson on lap two and held the lead for 10 laps, finding Bowen on his fender for much of the way. Liles made his move on the 11th lap for the win. "I wanted to get up there. I got a good drive off a jump and caught Reinholt by surprise," said Liles. "He went over the berm. It was a clean pass." Reinholt disagreed and said, "I tried to be cool and slowed for lappers. Liles flat knocked me down." Bowen also passed Reinholt for second.

In moto two, S & S Yamaha's Scooter Stafford took the point, with Carson, Hollis, Liles and Bowen in formation and Reinholt charging. Stafford sustained a shoulder injury on lap two, leaving Wheels of Oxford/Hi-Point-sponsored Hollis in charge. Bowen, on a production Yamaha, eclipsed Hollis and romped in the lead for five laps while Liles reeled him in. Bowen fell on lap nine, leaving the win to Liles. "I just wasn't used to this bike," said Bowen. "It got sideways and over I went. Billy rode very well. Since I came for some practice, I didn't mind being second."

Liles said, "Jeff Biggers and Joe Ledoux wrenched for me, since my mechanic is on the road. I was surprised to win. I've had a stomach flu all week." Hollis finished the series in second ahead of Kevin Foley.

Yamaha-supported Kenny Keylon returned from the Seattle Supercross to mix it up in the 500cc class, but it was Reinholt, Murphy, James Knupp and Jo Jo Keller that headed the moto. Liles pursued Knupp and took third by the finish. Murphy gave Reinholt some space for 12 laps before he danced by for the win. "Hi-Point is pleased with the class championship," said Murphy. "I'm ready for the Nationals now." Reinholt finished second.

In moto two, Murphy led it all the way. Keller locked up second after the start, with Keylon riding back to catch Reinholt for third. Team Tamm/Yamaha-supported Keylon said, "We are starting to work on the bike. Our first guess on suspension was way off, and the second moto was better."

Murphy, who has been busy cashing Yamaha, Dunlop and Hi-Point contingency checks all winter, said, "The research and development paid off. This was my best race today. I'm glad that our class ran first today and that I could race Reinholt when he was fresh."

At the awards banquet, Amateurs were loaded down with series awards from Trim, Dunlop, Scott, Pro Pad and Gold Belt. A special Hannah Racing Products bike stand, with a Winter AMA inscription, was awarded to each class winner. ●

Results

MINI A: 1. Vince DeVane (Yam); 2. Mark Melton (Hon); 3. Jay Mann (Kaw); 4. Ronnie Tichenor (Kaw); 5. Kenny Elwood (Yam).

MINI B: 1. Damon Bradshaw (Yam); 2. Ernie Millan (Hon); 3. Daryl Youngblood (Yam); 4. Ashley Sharer (Kaw); 5. Todd Downs (Kaw).

MINI C: 1. Brett Melton (Hon); 2. Ross Pearson (Kaw); 3. Brock Bullard (Kaw); 4. Ryan Dean (Kaw); 5. Michael Poore (Kaw).

SR: 1. Woody Strickland (Yam); 2. Phil Hess (Yam); 3. Steven Lewis (Yam); 4. Earl Goodwin (Suz); 5. Kenneth Brown (Yam).

125cc A: 1. Tommy Watts (Kaw); 2. Shannon Ivey (Kaw); 3. Keith Fox (Kaw); 4. Gerald Wood (Yam); 5. Bubba Darling (Yam).

125cc B: 1. Eddie Andry (Kaw); 2. Jeff Fisher (Suz); 3. Bryan McFarland (Kaw); 4. Edmund Swearingen (Suz); 5. Peter Lupkas (Hon).

125cc C: 1. Adam Bunchuk (Kaw); 2. John Patterson (Kaw); 3. James Miller (Yam); 4. Chris Linton (Hon); 5. Rusty Cohen (KTM).

250cc A: 1. Gerald Wood (Yam); 2. Pat Post (Yam); 3. Mike Roth (Hus); 4. Scott Bland (Yam); 5. Jack Ellison (Hon).

250cc B: 1. Tommy Martin (Yam); 2. Jeff Lisak (Suz); 3. Brian Simo (Hon); 4. Mark Simo (Hon); 5. Jeff Theodosakis (Yam).

250cc C: 1. Tim Terry (Hon); 2. Levon Pendergrass (Hon); 3. Stephen Alarie (Yam); 4. Scott Preble; (Suz); 5. Andy White (Hon).

OPEN A: 1. Pat Post (Yam); 2. Rick Lindell (Yam); 3. Jon McCabe (Hon); 4. Philip Alderton (Hus); 5. David Salley (Hus).

OPEN NOV: 1. Jeff Biggers (Yam); 2. Tim Randich (Suz); 3. Phil Hess (Hon); 4. Mike Holbrook (Hon); 5. Randy Morton (Hus).

125cc PRO: 1. Rodney Barr (Kaw) 1-1; 2. Mike Crane (Kaw) 3-2; 3. Carroll Richardson (Kaw) 2-4; 4. Steve Burdette (Yam) 5-3; 5. Karl Jordan (Yam) 4-9; 6. Mark Mclaren (Yam) 6-10; 7. Clay Hoenshell (Suz) 11-6; 8. James Veugeler (Kaw) 10-8; 9. Carlo Coen (Hon) 15-5; 10. Guy Cooper (Hon) 12-12.

250cc PRO: 1. Billy Liles (Kaw) 1-1; 2. Keith Bowen (Yam) 2-2; 3. Dave Hollis (Yam) 4-3; 4. John Reinholt (Hon) 3-5; 5. Denny Bentley (Hon) 10-4; 6. Tom Carson (Hon) 8-6; 7. Greg Mayo (Suz) 7-7; 8. Kevin Foley (Yam) 9-8; 9. Pierre Couture (Hon) 11-9; 10. Wendell Simmons (Yam) 16-10.

OPEN PRO: 1. Mark Murphy (Yam) 1-1; 2. John Reinholt (Hon) 2-4; 3. Jo Jo Keller (Hon) 5-2; 4. Kenny Keylon (Yam) 6-3; 5. James Knupp (Yam) 4-5; 6. John Collins (Hon) 7-6; 7. Keith Oelerich (Yam) 8-7; 8. Alan Andreu (Hon) 10-10; 9. Rusty Ott (Yam) 13-8; 10. Chuck Partridge (Hon) 12-9.

FINAL SERIES STANDINGS

MINI A: 1. Ronnie Tichenor (Kaw); 2. Mark Melton (Hon); 3. Vince DeVane (Yam); 4. Gary Paul (Yam); 5. Mike LaRocco (Yam).

MINI B: 1. Damon Bradshaw (Yam); 2. Daryl Youngblood (Yam); 3. Ashley Sharer (Kaw); 4. Derek Youngblood (Yam); 5. Todd Downs (Kaw).

MINI C: 1. Brett Melton (Hon); 2. Brock Bullard (Kaw); 3. Ryan Dean (Kaw); 4. Danny Hicks (Kaw); 5. Michael Poore (Hon).

SR: 1. Woody Strickland (Yam); 2. Phil Hess (Hon); 3. Steven Lewis (Yam); 4. Gene Bready (Mai); 5. Kenneth Brown (Yam).

125cc A: 1. Tommy Watts (Kaw); 2. Gerald Woods (Yam); 3. Shannon Ivey (Kaw); 4. Keith Fox (Hon); 5. Brian Stanley (Yam).

125cc B: 1. Jeff Fisher (Suz); 2. Eddie Andry (Kaw); 3. Ed Swearingen (Suz); 4. Brian McFarland (Kaw); 5. Joey Woodworth (Yam).

125cc C: 1. James Miller (Yam); 2. Adam Bunchuk (Kaw); 3. Arthur Coker (Hon); 4. Robert Johnson (Kaw); 5. Jeff Mildrum (Yam).

250cc A: 1. Pat Post (Yam); 2. Gerald Wood (Yam); 3. Fred Van Wagoner (Yam); 4. Mike Roth (Hus); 5. Steve Pitts (Hon).

250cc B: 1. Tommy Martin (Yam); 2. Brian Simo (Hon); 3. Jeff Fisher (Suz); 4. Mark Simo (Hon); 5. Jeff Biggers (Yam).

250cc C: 1. Tommy Ross (Yam); 2. David Buchman (Suz); 3. Levon Pendergrass (Hon); 4. Rob Whittington (Kaw); 5. Andy White (Yam).

OPEN A: 1. Pat Post (Yam); 2. Rick Lindell (Yam); 3. Jon McCable (Hon); 4. Mario Paquette (Hon); 5. Dave Salley (Hus).

OPEN NOV: 1. Jeff Biggers (Yam); 2. Tim Randich (Suz); 3. Mike Holbrook (Hon); 4. Phil Hess (Hon); 5. Matt Fenton (Hon).

125cc PRO: 1. Karl Jordan (Yam); 2. Rodney Barr (Kaw); 3. Steven Burdette (Yam); 4. Tom Rice (Kaw); 5. Jeff Frisz (Hon); 6. Mike Crane (Kaw); 7. Clay Hoenshell (Suz); 8. Carlo Coen (Hon); 9. Carroll Richardson (Kaw); 10. Eddie Warren (Kaw).

250cc PRO: 1. John Reinholt (Hon); 2. Dave Hollis (Yam); 3. Kevin Foley (Yam); 4. Andy Stacy (Hus); 5. Tom Carson (Hon); 6. Wendell Simmons (Yam); 7. Jo Jo Keller (Hon); 8. Serge Gregoire (Yam); 9. Doug Longwell (Suz); 10. Denny Bentley (Hon).

OPEN PRO: 1. Mark Murphy (Yam); 2. James Knupp (Yam); 3. John Reinholt (Hon); 4. John Collins (Hon); 5. Jo Jo Keller (Hon); 6. Tim Dohm (Yam); 7. Keith Oelerich (Yam); 8. Alan Andreu (Hon); 9. Rusty Ott (Yam); 10. Jeff MacDonald (Suz).

Desert Hotline

A group of riders moves the CRC Candy Ass Enduro into its 67th minute. Seven hundred riders participated.

Webb, Goodtimers win at CRC Candy Ass Enduro

By Mike Klinger

BARSTOW, CA, FEB. 12

Riding a new 250 KTM, *Dirt Bike's* Tom Webb made his first appearance in almost a year to contest the California Racing Club's Candy Ass Enduro and topped the 700-rider field. The Nippondenso-sponsored event was the yearly club challenge with a four foot trophy to the winner. The Goodtimers, from the Los Angeles Fire Department, were the team that eventually came out on top of the nine that battled in the special test. The team of Kawasaki of Oxnard lost the challenge by a heart beat, tieing with the Goodtimers on enduro points but losing by only six-tenths of a second in the special test. 1984 number one Mini Scott Jacobsen showed all the one loopers how it was done by zeroing the course, the only zero!

Loop one was relatively easy, with course playing in the nearby foothills. At the 15-mile marker, a 20-minute break was awarded at the famous Slash X bar. Jacobsen, losing only 16 seconds, topped the 100-rider field of one-loop entrants. Six other riders dropped one point, led by second overall Scott Bristol. Third was Beatrice Huff, then came Mike Chamberlain Jr., Ronald Platt, John Lucas and Raeanne Henderson.

Riding as a 250cc AA Veteran, Webb scored a 1.88. All others had scores of two or greater. Second overall went to the "Flash," Todd Johnson. Johnson pushed his IT175 to a second overall score of 2.93 and first in the 200cc AA class. Mugen USA's Al Baker finished third overall, only five seconds off of Johnson's pace. Following Baker were Mark Cook (200cc AA-V), Greg Newland (Open AA), Mark Amendola (Open A), Randy Daughtery (Open AA-V), Jim Bollingmo (Open A-Four-Stroke) and 10th overall Ken Lewis Jr (Open AA).

Promptly at 1 p.m. the team challenge got underway at Candy Ass Hill. Going into the competition, The Goodtimers and Kawasaki of Oxnard were tied on enduro points with 24 apiece. The enduro points were based on the 10 best enduro scores for each club. The special test is a timed event with the stopwatch timing the 10 fastest riders over a closed course on Candy Ass Hill. The Goodtimers won the special test by only six-tenths of a second over Kawasaki of Oxnard. Third overall went to the Odds and Ends team, followed by United Enduro Association, "A" Team, Rams, Barbenders East, Barbenders West and the Warriors.

Results

200 AA: Todd Johnson.
OPEN AA SSR: Harold Holsted.
250 AA-V: 1. Tom Webb; 2. Al Baker; 3. Mark Cook.
OPEN A: 1. Mark Amendola; 2. Gregg Lusher; 3. James Bortree.
250 A: 1. Tim Curtis; 2. Randy Pretzer; 3. Darrell Norman.
200 A: 1. Robert Bush; 2. Robert Leach.
MINI A: Scott Jacobsen.
OPEN A-4 ST: 1. Jim Bollingmo Jr.; 2. Ralph Foster.
OPEN A-SR: 1. Robert Turner; 2. Cuff Dysart; 3. Gary Smith.
250 A-SR: Roy Watson.
OPEN A-V: Jack Labrum.
OPEN A-V: Wayne Stanfield.
250 A-V: 1. Kenny McLean; 2. Larry Bott; 3. Bruce Boring.
200 A-V: John Bainbridge.
250 A-W: Dana Bell.
OPEN B: 1. Ray Hoffman; 2. Larry Krtisch; 3. Steve Forbes.
250 B: 1. Matt Van Gorden; 2. Gary Zweifel; 3. Jesus Plascencia.
200 B: 1. Geoff Wittig; 2. Troy Skaggs; 3. Phil Williams.
125 B: Greg Kennedy.
OPEN B-4 ST: 1. Danny Hockett; 2. Randy Klassen.
250 B-4 ST: Randy D. Bustamante.
OPEN B-SR: 1. Gary Niederhuth; 2. Ken Crabtree; 3. Dirk McClellan.
250 B-SR: Larry Leach.
OPEN B-SSR: Jim Dysert.
250 B-SSR: Nich Lazaris.
OPEN B-V: 1. Lowell Spkva; 2. Charles Monroe; 3. Mike Ferro.
250 B-V: 1. George Chase; 2. Mike Baker.
200 B-V: 1. Richard Lake; 2. Kathy Labrum.
200 B-W: Beatrice Huff.
OPEN C: 1. Charles Broomfield; 2. Delbert Anderson; 3. Kelvin Grass.
250 C: 1. Gregory Snyder; 2. Bob Ledendecker; 3. Brian Sampson.
200 C: 1. Dave Toogood; 2. Brian Meisch; 3. John Smith.
125 C: Jason Spohr.
MINI C: 1. Darin Trippensee; 2. Marc Dion.
125 C-16: Jeff Day.
OPEN C-4 ST: Pete Breum.
OPEN C-SR: 1. Robert Goodrich; 2. Neal Gilleran.
250 C-SSR: BB Callaway.
OPEN C-V: 1. Martin Jansen; 2. Ron Nunnally; 3. Mike Bradley.
250 C-V: 1. Joe Prentice; 2. Mark Jacobsen; 3. Tom German.
200 C-V: 1. Perry J. Eychaner; 2. Bryan Dewald.
250 C-W: Raeanne Henderson.

Mesecher mines Gold Rush win

By Bill Herndon

MOJAVE, CA. FEB. 5

Unlike last year's shortened snowduro, held in miserable conditions, the Gold Rush turned up picture-perfect and in comfortable weather for the first District 37 event of 1984.

This event surprised a lot of riders with a refreshing new (to all but old timers) area. The pits were convieniently set up only 17 miles northeast of Mojave, on Highway 14. As the Prospectors' own Charlie Devoorde and his Mom own Tokiwa's Restaurant, it was a percfect location for sign-up and pits.

Being a bit more whooped out and snotty than usual, the 24 mph speed average of the first loop knocked the tar out of riders from the word go. There were an unusually large number of get-offs here, the majority without injuries. Less fortunate was new Husky rider Bill Fulmer, Jr, who may be out of racing one to four months, with reported compressed vertibrae.

The rest of the first loop had an excellent variety of riding terrain, including higher elevations and a beautiful view of the valley below. Some mandatory fire roads had to be thrown in to hook up sections, and bore you a bit, or let you rest, depending on your abilities. Features? How about 14 speed changes, from 12-30 mph, and, the event's resets (3) in the first loop. Even though the finish check let many finish early, "C" riders received an excellent lesson in timekeeping.

The second loop used the starting first-loop trail for a few miles, breaking at a slower 21 mph from the flag, but then bumping to 36 mph again looping in and around the lower foothills up to the fireroad. Shortly afterward, new loop-two terrain diverted to the left up a loose sandy uphill, where a few riders had to pull the trigger on second tries.

From this point, the trail led inevitably higher to a real surprise for most SoCal Enduro riders: Genuine Frazier Park, mountain-type *tight* switchback trail, among heavy scrubbrush. Other than the Prospectors, few riders were even aware of this welcome change-of-pace riding area. It was here that many riders decided they were running late, and burned the 12 mph section check. A couple very heavy duty downhills followed, that had most riders bulldogging it down. The bottom of the second hill found a check waiting, operated by previously ant-sized people, and too many observers. Immediately after, riders found themselves heading down a sandwash, then walking their bikes under the big water pipe. Only one problem. Many riders turned right, up the hill parallel to the pipe, only to discover no exit. Additional marking was soon added to direct riders *under* the pipe better. Since this correction benefitted later riders, the following check "K" was later reverted to observation, which also resurrected earlier riders who burned it.

Despite predictions to the contrary, there were four zeros. Kolbe Honda's Robb, took his new CR 500 to the Open A win, and the overall, at .23 seconds dropped. Robb especially thanked Bill McCelan and Rick Hale at Kolbe, and stated: "I lucked into this win, but I'm always giving 110% effort, and it's going to continue!" Tom Webb smoked into second 12 ticks back, for first AA, at .35 seconds, on a 250 KTM water-cooler, despite having broken his ankle recently. Dave Bertram traveled south to click in only three seconds later, for second AA. One of the most remarkable rides, and the last of the zeros, was that of Terry Cunningham. The 1982 National Enduro Champ rolled into California for a National warm-up, and took a 175 Husky to a .43-second drop on a decidedly medium-to-big-bike course. Scott Sampson was first 250cc A, the first of the ones at 1.56.

Several stated that another remarkable ride was that of American Honda's Dirt Vandenberg. Not only is Dirk a new D-37 A rider, but he took a "too-slow-to-win" XR350 to first A four-stroke, and sixth overall, at 1.64. Two seconds back was CRC 1983 four-stroke champ Jim Bollingmo.

Greg "Blazing Saddles" Newland got off in a downhill dropoff, but still recovered to a 1.71 and eighth overall, followed by Jeff Henning at 1.73, and fourth AA. Rounding out the top 10 was yet another thumper, that of Vern Gabbert.

Scott Skelton won the B class, the only B rider to get into the twos, and he won't be a B for long. In the C class, James Jansen (Yam) led a string of threes for the overall C win, at 3.103, for the one-loopers.

The main sour note for the sponsoring club was some alledged BLM doubletalk. Despite the fact that maps were submitted five months early, a BLM officer gave his approval, and past enduros have run up and down it, the BLM yanked 13 prime ridge miles of the course (two-thirds of the way into the second loop). Claimed reason? It was not a "designated trail." Any who have comments on this are urged to forward them to the BLM, c/o the Prospectors M.C.

At the shortened 85.8 total miles, most riders went home challenged, but not thrashed. Despiite the limitations of no advance entry forms mailed or available, and rigid new AMA rules enforcement (no AMA card, no ride) The Prospectors drew an amazing 290 riders. Look for an even bigger entry next year, if the promised pre-entries get printed/mailed. And, the club says, "We *will* get our 13 mountain miles back for the '85 Gold Rush." ●

Results

UNOFFICIAL
OVERALL WINNER: 1. Robb Mesecher.
AA: 1. Tom Webb (KTM); 2. Dave Bertram (Hus); 3. Terry Cunningham (Hus); 4. Jeff Henning; 5. Jeff Irwin.
OPEN A: 1. Robb Mesecher (Hon); 2. Greg Newland (Hus).
250 A: 1. Scott Sampson; 2. Tim Crowder (Yam); 3. Stan Potter.
B 4-STROKE: 1. Roger Hurd; 2. Rick Jones.
A 4-STROKE: 1. Dirk Vandenberg (Hon); 2. Jim Bollingmo; 3. Vern Gabbert.
200 A: 1. Todd Johnson.
OPEN B: 1. Scott Skelton; 2. James Bortree; 3. Ron Pendergrass; 4. Dave Sweeney; 5. Chuck Welch.
250 B: 1. John McCormick (Yam); 2. Steve Jensen (Suz); 3. Randy Pretzer; 4. Jim Trippe.
B SR: 1. Clarence Willis; 2. Dennis Scammel.
OPEN C: 1. James Jansen (Yam); 2. Curt Clark; 3. Craig Gustafson.
250 C: 1. Steve Herman (Yam); 2. Brian Sampson; 3. Rena Reese; 3. Michael Burnett (KTM).
C 4-STROKE: 1. Rich Marcotti (Yam).
B WOMEN: 1. Dana Bell.
C 200: 1. Kenny Fullerton (Yam).
C SR: 1. Paul Freund.
C WOMEN: 1. Jerilyn Piznoff.

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Feb. 5 to Feb. 19, 1984

Round 4, CMC Golden State Series

Open pro class winner
Phil Larson Stock '83 YZ490

Mini expert class winner
Eddie Hicks Stock '84 YZ80

Round 5, CMC Golden State Series

Mini expert class winner
Eddie Hicks Stock '84 YZ80

Round 6, CMC Golden State Series

Mini expert class winner
Eddie Hicks Stock '84 YZ80

Final Standings, AMA Winter Series

125 pro class champion
Karl Jordan Stock '84 YZ125

Open pro class champion
Mark Murphy Stock '84 YZ490

Mini B class champion
Damon Bradshaw Stock '84 YZ80

Senior class champion
Woody Strickland Stock '84 YZ490

Expert 250 A class champion
Pat Post Stock '84 YZ250

Open A class champion
Pat Post Stock '84 YZ490

250 B class champion
Tommy Martin Stock '84 YZ250

125 C class champion
Jamie Miller Stock '84 YZ125

250 C class champion
Tommy Ross Stock '84 YZ250

Open novice class champion
Jeff Biggers Stock '84 YZ490

Stock summary: YZ490 up 5, YZ250 up 3, YZ125 up 2, YZ80 up 4.

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Western hotline

(Above) Ken Faught (24X) leads Billy Bouck in Golden State competition at Sunrise. (Below) A pack of 250cc riders fight for positions at DeAnza.

CMC Golden State/Skoal Bandit Series Round 6:

Brown overtakes Novice points lead at Sunrise

By Tom Corley

ADELANTO, CA, FEB. 18

The newly formed 125cc Novice class is proving to be one of the tightest point contests throughout the Continental Motosport Club's Golden State Skoal Bandit Series.

Today on the desert soil of Sunrise Valley Cycle Park a new leader emerged and this was Kevin Brown, who not only won both motos for the top trophy, but pulled into the series lead having 202 points. KTM rider Dean Morgan took an average seventh-place finish for the day, yet, still maintains 195 points for second. The rival against Brown during both motos was Geoff Sanchez, who trails Morgan by one point at 194. Going into this event Howard Mannes was on top, but due to a poor twelth-place finish, he was knocked back to fourth with 191 points.

It was a match race during the opening round of the 125cc Novice class. Honda riders Kevin Brown and Geoff Sanchez contended against each other until the finish flag came out. Through the finish it was Brown and then Sanchez. BTS Lubricants-rider Chuck Arman did a fine job of catching up to third position despite taking a last-place start. Troy Moore lives in Palmdale and is familiar with this kind of desert soil and captured fourth. Fifth in the pack was Tyler Foster who also lives in Palmdale.

The action was more intense during the final moto. Once again Brown held the lead but this time Sanchez came even closer to passing him. Sanchez made an unsuccessful attempt to pass the leader and dropped his bike around a berm. At this point Arman was right there to take away second place. Remounted on his Honda, Sanchez set after Arman and zapped him while hauling across some whoops. Sanchez regained second place but was unable to catch the leader Brown. Through the finish line it was Brown, Sanchez, Arman, Moore and Dan Crower.

Brown proved to be the fastest in today's contest and holds the new series point lead as well. There is one race left at Spillway and several riders still have a chance to take the overall. Sanchez held the runner-up spot all day and was second overall. Arman took two thirds for that position. Moore was, yet, another rider who placed exactly the same in both motos and his 4-4 tally earned him fourth. Crower was fifth with a tally of 6-5.

Whereas the 125cc Novice class is a tight point battle, the 250cc Novice class is led with a great margin by Ken Faught. A new contestant is on the loose and this is SD Racing's Jeff Montgomery. Montgomery took second to Ken Faught last week at Carlsbad, but today he swept both motos for the overall. In the opening moto Montgomery was side by side with another rider until the second turn. By that time Jeff built up a lead that kept increasing until the end of the race. Montgomery took the clean victory ahead of Faught, Anthony James, Billy Bouck and Marc "Flyin Part II" Peters.

In the final moto Montgomery pulled a killer holeshot that put him ahead of the pack. Similar to the first moto he built up a substantial lead. Bouck was second ahead of James, Faught and Reinal DelaCerda.

Results

60 THRU 8: 1. Damon Huffman (Kaw); 2. Jacob Swain (Kaw); 3. Ryan Spurgin (Kaw).
60 9-11: 1. Jimmy Button (Hon); 2. Buddy Antunez (Kaw); 3. Tommy Clowers (Hon).
80 NOV: 1. Brian Rogers (Kaw); 2. Tom McGill (Kaw); 3. Matt Shackleford (Kaw).
80 JR 9-11: 1. Tony Sulek (Kaw); 2. Damon Watkins (Kaw); 3. Brian Roth (Hon).
80 INT 9-11: 1. Jimmy Button (Hon); 2. Steven Kotajarvi (Kaw); 3. Buddy Antunez (Kaw).
80 JR#1: 1. Rich Kolschowsky (Kaw); 2. Gary Dellegatte (Hon); 3. Aaron Lewis (Kaw).
80 JR#2: 1. Joe Abbinanti (Kaw); 2. Dugan Sanders (Yam); 3. Shawn Bates (Yam).
80 INT: 1. Ward Bassett (Yam); 2. Mickey Elsberry (Yam); 3. Jeff Capt (Kaw).
125 NOV: 1. Kevin Brown (Hon); 2. Geoff Sanchez (Hon); 3. Chuck Arman (Suz).
125 JR#1: 1. Billy Nielsen (Hon); 2. Dave Graff (Hon); 3. Richard Shaw (Yam).
125 JR#2: 1. Jim Connolly (Suz); 2. Dallen McKenney (Hon); 3. Travis Roberson (Kaw).
125 INT#1: 1. Dennis Parker (Yam); 2. Chris Burgess (Kaw); 3. Richie James (Hon).
125 INT#2: 1. Mark Toyama (Yam); 2. Dean Matson (Kaw); 3. Jason Rincon (Kaw).
250 NOV: 1. Jeff Montgomery (Hon); 2. Billy Bouck (Yam); 3. Anthony James (Yam).
250 JR: 1. Dave Graff (Hon); 2. Glenn Gordy (Kaw); 3. Stacy Magorlan (Hon).
250 INT#2: 1. Wesley Furrh (Hon); 2. Jason Rincon (Kaw); 3. Jeff Sils (Hon).
500 NOV: 1. Don Sliger (Kaw); 2. Armand Ponticelli (Hon); 3. Raymond Falcon (Yam).
500 JR: 1. Mike Biddlingmeier (Hon); 2. Stuart Prior (Suz); 3. Art Olivier (Hon).
500 INT: 1. Casey McCoy (Hon); 2. Manny Ornellas (Hon); 3. Aaron Pipes (Hon).
VET SPORTSMAN: 1. Tom Prichard (Hon); 2. Greg Grouleff (Hon); 3. David Knapik (Suz).
OT SPORTSMAN: 1. Robert Dahlgren (Hon); 2. Ray Bailey (Yam); 3. Robert Riverbark (Hon).

Benedict blasts 'em for a DeAnza MX win

By Michael Gillies

SUNNYMEAD, CA, FEB. 19

Honda-mounted Larry Benedict stunned a 12-man class of 250cc Intermediates with two wire-to-wire wins today at DeAnza Cycle Park. After separating his shoulder during the Golden State Series, Benedict faced his competition with amazing confidence, especially considering the fact that ex-Pro Keith Dysert (Suz) was also making a comeback and decided to race the Intermediate class.

Benedict grabbed the holeshot in the first moto followed closely by Malcolm Smith's Bill Lustrick (Yam) and Tom Thomsen (Yam). John Burr Cycles' Bruce Harerow (Hon) and Bob Stephenson (Hon) were battling for fourth while Suzuki-mounted Luther French showed Dysert the hot lines for a few laps. Benedict, riding like a well prepped professional, flew through the first five laps so quickly that his closest competitor was 20 seconds behind. Harerow moved into second, but not without a good fight from Lustrick. By the half-way point, the order was Benedict, Harerow, Stephenson and Lustrick, who was receiving a lot of pressure from Thomsen. Unfortunately, Thomsen wore himself out and gave up fifth place to French, with Ruben Alvarado (Suz) and Dysert getting by as well. Benedict rode smooth and steady to the first-moto win, with second and third going to Harerow and Stephenson, respectively.

Benedict pulled off another perfect start in moto two, with Harerow and Lustrick hot on his heels. Dysert showed some of his true speed by forcing his way to third by lap three. Alvarado's moto was also progressing a bit more successfully than his first, as he was running a strong fifth and was moving through some fast 125cc Intermediate traffic. Stephenson moved into fourth behind Dysert, and began flustering the Suzuki pilot with his steady pressure. Dysert went down on lap eight, making the order of the top three identical to the first moto, with Benedict still out in front. Alvarado started fading around lap ten, and shortly there after gave in to Thomsen, who went on to take fourth behind Benedict, Harerow and Stephenson. French was awarded the last trophy (fourth place) with a hard earned 4-8 score.

Results

PEE WEE: 1. Eddie Morago (Yam); 2. Billy Valko (Yam); 3. Troy Haling (Yam).
DIV 2: 1. John Williams (Suz).
DIV 3: 1. Lee Ford (Yam); 2. Jason Lentz (Hon); 3. Brent Bisbee (Hon).
MINI BEG: 1. Don Clark (Yam); 2. Jeb Brock (Yam); 3. Steven Tucker (Yam).
MINI NOV: 1. M. Brooks (Yam); 2. Richard Geraghty (Yam); 3. Adam Fitzgerald (Hon).
MINI INT: 1. Anthony French (Kaw).
125 BEG: 1. Don Morgan (Yam); 2. Jeff Bua (Suz); 3. Mike Laquerre (Cag).
125 NOV: 1. Greg Wall (Hon); 2. Daryn Walls (Yam); 3. Johnny Bonacci (Suz).
125 INT: 1. Alex Lopez (Yam); 2. Wade Park (Yam); 3. David Church (Hon).
250 BEG: 1. Mike Allen (Yam); 2. Eric Dickinson (Yam); 3. Scott Rippens (Yam).
250 NOV: 1. Mike Fitzgerald (Hon); 2. Dave Halverson (Hon); 3. Paul Dworshak (Suz).
250 INT: 1. Larry Benedict (Hon); 2. Bruce Harerow (Hon); 3. Bob Stephenson (Hon).
250 PRO: 1. Mark Anderson (Yam); 2. Eddie

Michetti (Hon); 3. Bruce Prall (Yam).
OPEN BEG: 1. Craig Hitch (Yam); 2. Don Abdella (Mai); 3. Sam Gold (Hon).
OPEN NOV: 1. Paul Doebereiner (Hon); 2. Terry Anderson (Hon); 3. Ron Shuler (Yam).
OPEN INT: 1. Gary Scheidler (Yam); 2. Bob Klatt (Suz); 3. Rob Shafer (Suz).
VETS JR: 1. Billy Traver (Hon); 2. M. Salisbury (Suz); 3. Gary Beck (Yam).
VETS INT: 1. Danny Drew (Yam); 2. Earl Shuler (Yam); 3. Ron Way (Hon).
VETS SR: 1. Alan Gerkey (Suz); 2. Paul Wilde (Yam); 3. Howard Keeling (Yam).

Best downs Pros at Indian Dunes

By Lee Taylor

VALENCIA, CA, FEB. 19

Donnie Best boarded his Van Nuys Yamaha machine and battled his way past Jim Simons and Bruce Delgado, gathering his first pair of back-to-back wins since he turned Pro.

In his first round Best, running third, had his hands full passing up Robbie Healy on a Kolbe Honda machine, Simons and Kawasaki-mounted Jack Greenberg. Best was on the gas from starting gate to finishing line. Once in the runner-up slot behind Simons, it was go for broke with Best slipping a wheel under the leader coming through the sweeper. By the time the white flag came out, Best had started lapping and led the pack back to the pits. Simons crossed over in second and Delgado and his Suzuki, rounded out the top three.

When the bikes fired up for their final round, it was a green and gold dash to the top of the hill. Simons emerged the leader with Best chasing him from one end of the International track to the other. Best dove to the inside of a turn, forcing Simons to the runner-up slot and barely holding a one-tenth of a second lead down to the wire. For Simons and Delgado, it was second and third-place loot, respectively. For Best, the Winner's Circle.

With a taste for the gold, Best came back in the 250cc Pro race to scoop up second-place loot relinquishing command to Zoli Meszaros, riding for O'Neal and Kalgard. Rounding out the trio of winners was Erin Buskirk taking home third-place gold.

The Open Pro contest saw, yet, another back-to-back ride with Darren Pritchett and his Honda, holding Frank Villa to second for the day and John McLaugley third.

The 60cc Minis set up some nifty lap times. Billy Dawson piloted his Kawasaki through a flawless race both times out taking down a pair of aces and bringing home the gold.

Thundering off the line for their first moto, Dawson had his hands full; holding Nick Mairose to second while Terry Parsons rounded out the top three. Dontae Johnson and his Kawasaki couldn't believe what was going down. Johnson, in his first race, bailed but remounted in time to stay in fourth and hold off a mad pack of minis. By moto's end his father was bouncing off the wall, cheering himself hoarse.

The second time out of the gate Dawson once more led the way. This time he found Jeff Willoh glued to his tail, while holding back Nick Mairose, Joey P. Curtis and Ben Phalen. For Johnson, it was his first taste of defeat; hindered by a sick bike. Johnson finished out the moto giving up a crack at the gold. When the checkers waved the minis home, Dawson rode down victory row, Mairose cinched second-place gold leaving third place honors to Willoh.

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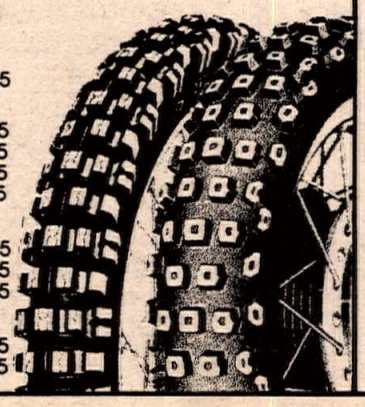

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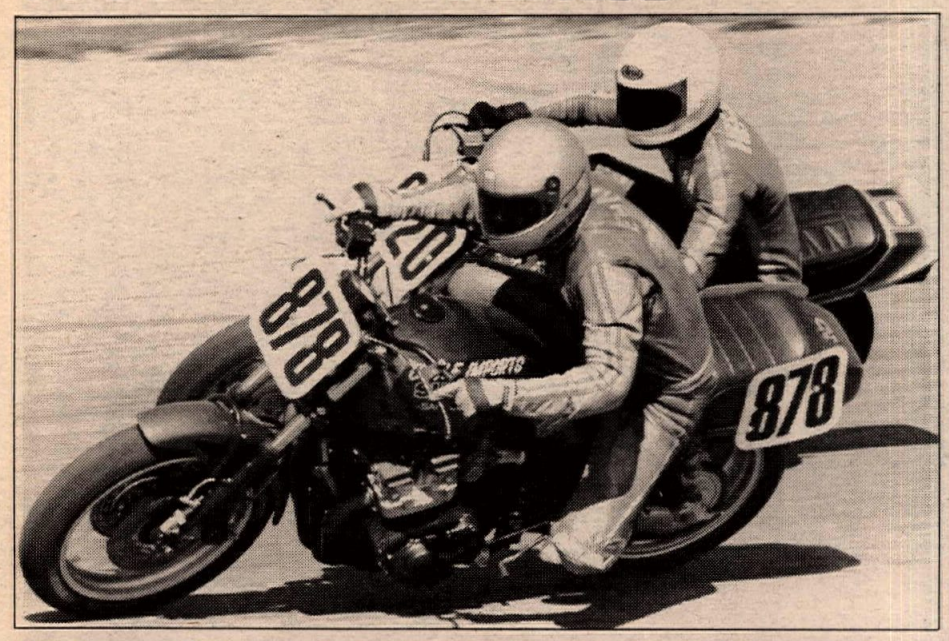

Ken Evan (878) dices with Rye Hefley in Formula One at the first AFM race of the season at Willow Springs. Evan took the trophy.

Results

PEE WEE: 1. Jeff Willoh (Yam); 2. Pablo Lara III (Ita); 3. David Handren (Yam).
60 NOV: 1. Billy Dawson (Kaw); 2. Nick Mairose (Hon); 3. Jeff Willoh (Kaw).
INT: 1. Damon Huffman (Hon); 2. Jacob Swain (Kaw); 3. John Shaver (Kaw).
EX: 1. Bubba Erickson (Kaw).
80 STK BEG DIV I: 1. Lance Levitt (Kaw); 2. Craig Nolan (Yam); 3. Erich Broesel (Kaw).
80 STK BEG DIV II: 1. Danny Anderson (Yam); 2. Jason Marcus (Kaw); 3. Bobby Crandell (Hon).
NOV: 1. Sean Blanchard (Kaw); 2. Paul Matthews (Hon); 3. David Noel (Kaw).
INT: 1. Abel Gayton (Kaw); 2. Chris Lara (Kaw); 3. Terry Swanson (Kaw).
EX: 1. Jeff Barbacovi (Yam).
80 MOD BEG: 1. Bjorn Lofster (Yam).
NOV: 1. Sean Blanchard (Kaw); 2. Alvin Matthews (Kaw); 3. Jeff Orth (Yam).
INT: 1. Chris Lara; 2. Abel Gayton (Kaw); 3. Tony Mercier (Kaw).
EX: 1. Jeff Barbacovi (Yam).
125 BEG DIV I: 1. Russ Heim (Hon); 2. Jay T. Hill (Suz); 3. Mike Crawford (Kaw).
BEG DIV II: 1. Curt Carpenter (Yam); 2. Ron Rosegard (KTM); 3. Brian Schultz (Suz).
NOV DIV I: 1. Steve Thetford (Hon); 2. Scott Murphy (Kaw); 3. Danny Barnett (KTM).
NOV DIV II: 1. Danny Casson (Hon); 2. Tony Mercier (Suz); 3. Diego Wong (Hon).
INT: 1. Ray Groom (Hon); 2. Guy Aruove (Hon); 3. Keith O'Neal (Hon).
PRO: 1. Donnie Best (Yam); 2. Jim Simons (Kaw); 3. Bruce Delgado (Suz).
250 BEG: 1. Thad Barba (Hon); 2. Mike Dawson (Kaw); 3. Jeff Price (Hon).
NOV: 1. B.J. Lehn (Suz); 2. Bill Handal (Suz); 3. John Kitcko (Hon).
INT: 1. Mike Watson (Hon); 2. Greg Perolio (Hon); 3. Don Goettling (Yam).
PRO: 1. Zoli Meszaros (Hon); 2. Donnie Best (Yam); 3. Erin Buskirk (Yam).
500 BEG: 1. David Dicorato (Yam); 2. Jim Korkunis (Yam); 3. Brad Sloan (Mai).
NOV: 1. Bill Spar (Hon); 2. Chris Napolitam (Hon); 3. Mitch Griffin (Hon).
500 INT: 1. Rodger McCabe (Hon); 2. Eddie Hatch (Hon); 3. David Rosen (Hon).
PRO: 1. Darren Pritchett (Hon); 2. Frank Villa (Hon); 3. John McLaugley (Suz).
C.R.C. VETS: 1. Dan Ostrosky (Yam); 2. Dean Horrell (Hon); 3. Bill Laity (Suz).
INT: 1. Errol Leduc (Suz); 2. Gilbert Zavala (Suz).
SR: 1. Marino Bastionell (Suz); 2. Jim Smith (Yam); 3. Kent Shepard (Yam).

Glover cruises to victory in AFM's meet at Willow Springs

By Lori Tyson

ROSAMOND, CA, FEB. 19

Formula Three started out to be a great race at the first American Federation of Motorcyclists meet of the new year, with a match between two Daytona-bound riders, John Glover and Tracy DeMuro. DeMuro, riding his new TZ250L, took the holeshot, but Glover, piloting his new Spondon-chassis TZ250J, quickly countered and snuck out ahead by the second lap. But then Terry Yarger decided to pass both of them going into the left-hander turn three and gained the lead for all of a turn and a half before he crashed, unhurt. Then DeMuro's machine seized two laps later, retiring him from the race. Glover then went on to take an easy win with Bob Lugliani inheriting second.

Formula One and Two started in two waves, but that didn't stop F2 pilot Glover, who started in the second wave, from catching up to F1 leader Denny Doherty and taking advantage of Doherty's ignition problems to cross the finish line first. But, since Glover was not running for points, Doherty took the official win. Earl Roloff, riding his brand-new Flow-Rite Honda Superbike, was also in contention until his "black box" broke in the last lap of the race forcing him out.

The "official" race for F2 was a close match between 750cc Kawasaki-mounted Bob Reinen and 550cc Champion Moriwaki pilot Walt Nitto and after arguing the entire race Reinen was the victor. Another close battle was the conflict over third place F1 between Ken Evan and Rye Hefley, with Evan coming out ahead.

In the 600cc Super Street Frank Mazur proved that the 11-year-old Curt Jordan-tuned Honda still has what it takes as he claimed the win after a heated debate with Nitto for the position of primacy. Earl Roloff, on the Yoshimura Yamaha, discussed third with Jim Poet before taking the trophy by a small margin.

Roloff also rode the next race, the 750cc and Open Super Street, this time on his 750cc Kawasaki and took the overall victory after some dicing with Open class Denny Doherty. When Roloff managed to stretch his lead a bit, Doherty slipped back to pester 750cc Bob Reinen for second overall. Reinen was victorious while Doherty still managed to take the premiere Open-class trophy. War was waged for fouth overall between Open classer Kevin Dolan, 750cc Denny "Freeway" Fryer and Ken "Applesauce" Aplanalp, and with a close finish Dolan crossed first trailed by "Applesauce."

Results

OVER 40: 1. Denny Fryer (Hon); 2. James Huffman (Hon); 3. Elmer Riddle (Yam).
FORMULA 4: 1. Steve Dyer (Hon); 2. Dylan Code (Hon); 3. Gary Pendergrass (Hon).
450cc MOD PROD: 1. Andrew Leisner (Yam); 2. Ken Evan (Suz); 3. Steve Fleming (Hon).
600cc MOD PROD: 1. John Penner (Kaw); 2. Ed Ragle (Kaw); 3.Shawn Leipold (Kaw).
F2: 1. Bob Reinen (Kaw); 2. Walt Nitto (Kaw); 3. Jim Poet (Kaw).
F1: 1. Denny Doherty (Hon); 2. Bill Davidson (Kaw); 3. Ken Evan (Suz).
750cc MOD PROD: 1. Earl Roloff (Kaw); 2. Chris Crowell (Suz); 3. Denny Fryer (Hon).
OPEN MOD PROD: 1. Kevin Dolan (Kaw); 2. Kerry Gager (Kaw); 3. James Vanderlinden (Hon).
F3: 1. John Glover (Yam); 2. Bob Lugliani (Yam); 3. Lawrence Schenk (Rot).
600cc SUPER STREET: 1. Frank Mazur (Hon); 2. Walt Nitto (Kaw); 3. Earl Roloff (Yam).
750cc SUPER STREET: 1. Earl Roloff (Kaw) 2. Bob Reinen (Kaw); 3. Ken Aplanalp (Suz).
OPEN SUPER STREET: 1. Denny Doherty (Hon); 2. Kevin Dolan (Kaw); 3. Shannon Criss (Hon).
F750cc TWIN: 1. David Troetschler (Duc); 2.Frank Mazur (MG) 3. Elmer Riddle (Yam).
F OPEN TWIN: 1. Kirk Roberson (Yam) 2. Joe Jakvbowski (Suz).
450cc STK PROD: 1. Steve Fleming (Hon); 2. Joe Jakvbowski (Suz).
600cc STK PROD: 1. Ed Ragle (Kaw); 2. Stephen Pershing (Kaw); 3. Marcus Falley (Kaw).
750cc STK PROD: 1. Brian Hewett (Hon); 2. Michael Carroll (Kaw); 3. Mark Smith (Suz).
OPEN STK PROD: 1. Kevin Dolan (Kaw); 2. James Vanderlinden (Hon); 3. Scott Anderson (Suz).

Read masters Cupid Cup trial

By Tim Walker

PETERSON, CA, FEB. 19

Mike Read (SWM) took home first place in the masters at the eighth annual Cupid Cup. Consistent riding enabled him to take the win over Kip Webb by nine points. Webb edged Clive Belvoir by two for second. Neil Belvoir, Clive's brother finished fourth followed by Dan Dixon.

Steve Galbreath out-scored brother Howard for first in the Experts. Ted Gansberger was a close third behind the Galbreath's. Shawn Jenks topped the Amateurs by 15 marks. Matt Bishop was second with 79 points. Scott Jenks and Tim Walker were tied for third with 83 points each. Both riders had the same amount of cleans. Shawn broke the tie by having four more ones than Walker.

The closest scores of the day were in the Novice class. Mike McCabe and Ken Dodge were tied with 41 points each. McCabe took the win with 13 cleans over Dodge, who had 11 cleans. Hilary Muscatell was two dabs back for a close third.

Barry Lowery was in charge of loop and section selection. Interesting loop and section markers kept the riders and spectators amused. Three loops of 10 sections challenged the riders. Water, rocks and logs were the obstacles the riders faced in the sections.

Results

MASTERS: 1. Mike Read; 2. Kip Webb; 3. Clive Belvoir.
EX: 1. Steve Galbreath; 2. Howard Galbreath; 3. Ted Gansberger.
AMA: 1. Shawn Jenks; 2. Matt Bishop; 3. Scott Jenks.
NOV: 1. Mike McCabe; 2. Ken Dodge; 3. Hilary Muscatell.
BEG: 1. R. Finke.
SR A: 1. Steve Muscatell; 2. John Moore; 3. Derek Belvoir.
SR B: 1. Ed Alari; 2. C. Brown; 3. D. Eckels.

Thompson on target at Corona flattrack

By Elaine Jones

CORONA, CA, FEB. 11

Roger Thompson, still on a high after doing so well at Houston, came out charging at Corona Raceway on the ST and the heart-in-the-throat and stop-breathing race had to be the Open Money half mile. It was Jeff Johnson off on top with Ross Klatt second and John Lundgren third. On the second lap Roger Thompson had moved to third and one lap later got around Klatt for the second. Now the serious racing got underway. Johnson and Thompson fought for every inch of racing room they could get. Thompson would run right up Johnson's exhaust pipe only to have Johnson dial it on a little bit more and inch away. On the eighth lap Thompson went for it; holding it on just a little bit longer going into turn three and taking the high line. It almost cost him the ball game as he got half way through and realized Johnson had it dialed in too. Thompson backed off, regrouped and took one more shot at it as the white flag came out. This time he went in high and came down low out of four and got the edge he needed to take the win by inches at the finish line. They definitely had the crowd's attention and when the race was over a collective sigh could be heard from the crowd. Ross Klatt rounded out the top three.

Thompson didn't work nearly as hard on the ST where he went wire to wire for fifteen laps. Again it was Jeff Johnson who put the pressure on; waiting for the mistake that never came, and Ross Klatt again rounded out the field.

Calvin Rayborn did the same thing in the 250cc Money short track going wire to wire with Eddie San Roman following him home.

One of the better races of the night was the Open Expert half mile. Rick Reed jumped out on top and held it for two before Ken Barrow got by and took over. Barrow not only had to contend with Reed but with a machine that was acting like a fickle female. On the back straight Barrow would crank on the throttle for everything it was worth and nothing would happen. Reed moved to within striking distance only to see Barrows bike come alive and take off. The moment of truth came as they raced for the checkered. Coming out of four Barrows bike decided it was one of those times to be cantankerous and as he cranked, nothing happened. Reed was able to nip him at the line by the width of a tire and third-place Ron Sheets almost got him too.

Sheets didn't feel too bad as he had a good win on the short track where he chased Bob Graves for six laps before Sheets finally took over the lead and brought it on home. Reed was the bridesmaid in this one.

Kenny King was the product of positive thinking Saturday night when he was told at the back gate that he was overdue for a win. Not only did he win, but he picked up a double win in the Open Novice Division Two. On the half mile he came from behind moving from third to the first spot in six laps. John Fuerst, who had diced with Bruce Beatty most of the way, found himself on the sidelines when the white flag came out a victim of mechanical problems. Lon Smith, who had really worked his way through the field held the second spot as they headed into the final lap but didn't count on Beatty pulling him up short at the checkered. The short track was much easier as King did a wire-to-wire number letting Beatty, Fuerst and Smith battle for the other spots. Again Fuerst gave an excellent account of himself but just couldn't go the distance and had to watch the final two laps from the sidelines as Beatty picked up the second and Smith the third.

Results

SHORT TRACK
PEE WEE: 1. Dustin Skalski (Yam).
MINI: 1. Lyle Dove (Yam); 2. Tommy Ruston (Kaw); 3. Craig Hodge (Yam).
250 NOV: 1. Matt Stoutenberg (Yam); 2. Brad Roberts (Yam); 3. Russ Weed (Hon).
250 AM/EX: 1. Rich Sweaney (Yam); 2. Archie Perez (Yam); 3. Rusty Gaita (Bul).
N.S.O.T.H.G.: 1. Richard Schroeder (Yam); 2. Don Meiner (Yam); 3. David New (BSA).
OPEN NOV DIV I: 1. Tom Graves (Yam); 2. Charles Marcucci (Yam); 3. Ricky Stecyk (Yam).
OPEN NOV DIV II: 1. Ken King (Yam); 2. Bruce Beatty (Suz); 3. Lon Smith (Suz).
OPEN AM/EX: 1. Ron Sheets (Rot); 2. Bob Graves (Yam); 3. Rick Reed (Suz).
250 MONEY: 1. Calvin Rayborn (Yam); 2. Eddie

San Roman (Bul).
OPEN MONEY: 1. Roger Thompson (H-D); 2. Jeff Johnson (Hon); 3. Ross Klatt (Kaw).
HALF MILE
MINI: 1. Lyle Dove (Yam); 2. Tommy Rutson (Kaw); 3. Robert HOdge (Hon).
250 NOV: 1. Matt Stoutenberg (Yam); 2. Brad Roberts (Yam); 3. Russ Weed (Hon).
250 AM/EX: 1. Archie Perez (Yam); 2. Rich Sweaney (Yam); 3. Calvin Rayborn (Bul).
N.S.O.T.H.G.: 1. Ken Barrow (Yam); 2. Richard Schroeder (Yam); 3. Brant Williams (Hon).
OPEN NOV DIV I: 1. Charles Marcucci (Yam); 2. Lyle Dove (Bul); 3. Walt Bell (Yam).
OPEN NOV DIV II: 1. Ken King (Yam); 2. Bruce Beatty (Yam); 3. Lon Smith (Suz).
OPEN AM: 1. Jim Kesler (Yam); 2. Bob Graves (Yam); 3. Ross Thompson (Yam).
OPEN EX: 1. Rick Reed (Yam); 2. Ken Barrow (Yam); 3. Ron Sheets (Rot).
OPEN MONEY: 1. Roger Thompson (H-D); 2. Jeff Johnson (Hon); 3. Ross Klatt (Kaw).

Falter tops 125cc Pros in Barona Inaugural

By Rod Eschenburg

SAN DIEGO, CA, FEB. 5

1983 California Mini Motorcycle Club's Mini Champ Cory Falter made his 125cc debut a winning one as he upset a fine Open Pro field with a 1-2 effort over veterans Kenny Dunlap and Ray Tetherton. Poway Suzuki-mounted Falter had holeshots in both motos and looked like he had been riding the full-sized scooters all his life. However, in his regular Intermediate 125cc classes he was unable to score a win as Team Green rider Frankie Brundage tie-broke him in the stock 125cc division in a great come-from-behind ride in the second moto. Brundage, who had just returned from the Sand Hills CMC Golden State Series races on Saturday, looked a little sluggish in the first rounds of both the Open Pro and Intermediate classes, but was really cooking in the second rounds of both classes, especially in the stock Intermediates. It was Smorgesborg in the Expert 125cc classes as Poway Suzuki rider Ray Tetherton edged JT Yamaha-mounted Keith Craig for the Stock class win, only to be tie-broke by Craig for the Modified honors in some very fine racing. Modified Intermediate honors went to Suzuki-mounted Mike Allen who ran a smooth 2-2 race for a career first 125cc victory. Rounding out the 125cc class action was the double Novice wins by Gary Pratt (Cagiva), another rider moving up from the Minis.

The top Mini racing Sunday occurred in the Intermediate classes where Kawasaki-mounted Steve Furuya and Poway Suzuki pilot Anthony Gorin staged a two-moto barn burner in the Stock class. Although Furuya took both races, it was in doubt all the way, with Gorin able to close to a side-by-side race, only to lose it in the loose-stuff.

The Modified Intermediates saw Cycle World Kawasaki rider Don Burke parley a second moto holeshot effort into an overall win over Furuya as, this time, it was Gorin's turn to out-race Furuya in another side-by-side blast.

Butler, Webster top SCTA trial

By Tim Walker

RIVERSIDE, CA, FEB. 5

The Southern California Trials Association Washington Birthday trial is usually held in the cold of February but today was the complete opposite. SCTA president Duane Stone did an excellent job of loop and section selection. The 11 sections consisted of rocky dirt banks and wet rocky gullys, challenging Beginner and Expert riders.

Section nine had riders going down a steep and rocky dirt bank, followed by two small rock ledges and one three foot rock ledge. The Amateur and Expert line at section three gave the riders an extra obstacle in the form of a snake. Luckily no riders received extra points from the two fanged observers.

Clyde Butler continued his domination of the Novice class. His nearest competitor was 12 points back. Phil Smith broke up a Butler family sweep by edging Chris Butler by two points.

Consistent riding by Art Webster enabled him to beat friend and arch rival Gil Smith in the Senior Amateur by three points. Many hours of practice is finally paying off for Webster. Tom Hascher was 17 dabs back for third.

In the Experts, Mike Lauxen devastated the competition with 29 points and 18 cleans. Mike will be leaving in the next month for Europe with the funds he received from El Trial De Espana. John Robertson (Bay Area Cycle Centre) and Matt Pritchard tied for second with 67 points. Robertson kept his feet on the pegs more to card second place. Fourth and fifth went to David Webster and Don Dixon.

Results

EXPERTS: 1. Mike Lauxen; 2. John Robertson; 3. Matt Pritchard.
AMATEURS: 1. Reiji Nakayama; 2. Rick Spruell; 3. Matt Bishop.
NOVICE: 1. Clyde Butler; 2. Phill Smith; 3. Chris Butler.
BGG: 1. Doug Bunting; 2. Mar, Larsen; 3. Ray Butler.
SR AM: 1. Art Webster; 2. Gil Smith; 3. Tom Hascher.
SR NOV: 1. Marty Argo; 2. Boyd Bernard; 3. Mick Vanaman.
SR BEG: 1. Jim Brodeske; 2. Bob Soltys; 3. Don Ploser.

Buxton, Stewart clean Escondido trials

By Tim Walker

ESCONDIDO, CA, JAN. 29

Sunny weather in the middle of winter marked the beginning of the San Diego Trials Riders Spring Series. The first event was located in the hills of Escondido. A short loop of 11 sections enabled spectators to see their favorite riders. Local riders scored three wins out of four classes.

Many different types of terrain faced the riders: Rocks, sand, mud, water, trees, logs and dirt banks kept riders on their toes when they weren't on the pegs.

Local favorite Erik Soderquist topped the Experts. Six points back for second place was Anthony DiLabio. Don Buxton took a close win over Tim Walker in the Amateur class. Clyde Butler was 19 points back for third.

The closest scores of the day were in the Novice class. Gene Stewart and Brad McClellan tied for first with 28 points. Stewart came out on top by having two more cleans. Billy Hunter placed third with 31, one point over fourth-place Jack Wisler.

Beginner Al Boulanger was the only L.A. rider to card a win, making the long drive worht his effort.

Results

EXPERTS: 1. Erik Soderquist; 2. Anthony DiLabio.
AMATEUR: 1. Don Buxton; 2. Tim Walker; 3. Clyde Butler.
NOVICE: 1. Gene Stewart; 2. Brad McClellan; 3. Billy Hunter.
BEG: 1. Al Boulanger; 2. Jim Hurlzman; 3. Bill Dieter.

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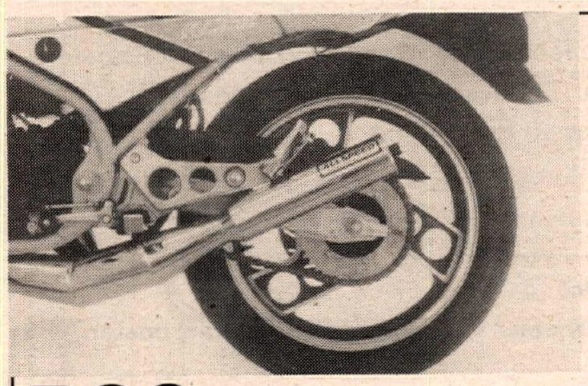

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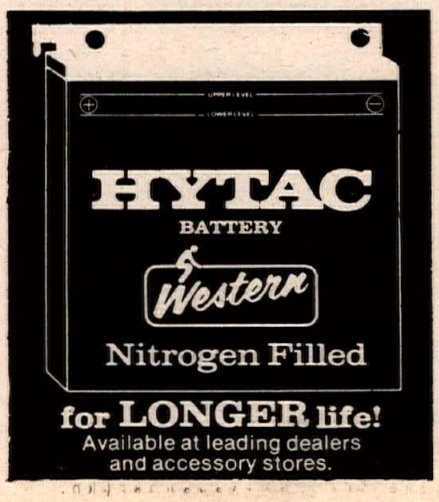

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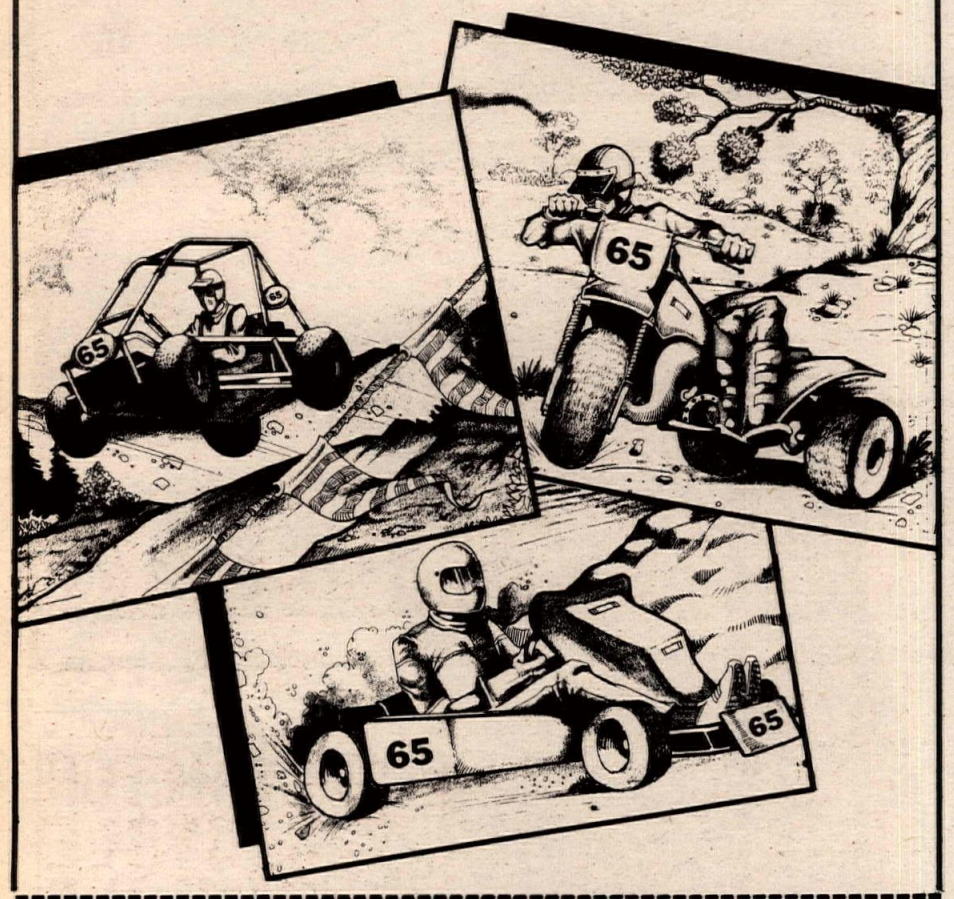

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THE LATEST POOP BY PAPA WEALEY

(Continued from page 3)

Speedway returns! After an entire winter without the methanol-burning, brakeless wonders, speedway returns to southern California. It's the Coors Spring Classic, which begins March 2 at the Orange County Fairgrounds, then moves to the Ventura County Fairgrounds on Saturday night, March 3. Then it's a rare day race at the Inland Motorcycle Speedway on Sunday, March 4. After a week's break, the final round of the Spring Classic is Saturday night, March 10, at Veterans Stadium in Long Beach. The regular speedway season is scheduled to get underway at the end of March and the beginning of April. For more information, contact the International Speedway folks at 714/492-9933, or the IMS people at 213/446-0969.

Among the riders scheduled to compete in the Spring Classic are National Champ Kelly Moran, and British League stars Dennis Sigalos, Lance King, Rick Miller and Bobby Schwartz. Then there are always the tough SoCal regulars like Dubb Ferrell and Mike Bast.

Southern California hillclimb star Kerry Peterson has signed with Honda after 10 years or so with Maico. Peterson, who has won the Widowmaker in the past, will be riding CR500s as part of the new deal.

Honda rider Chuck Stearns (the real Stearns this time, not a misidentified Chuck Pettigrew) was the overall winner of the February 26 Brush Busters hare scrambles at Lucerne Valley. Husqvarna rider Dan Willis led most of the race, including catching the "hare" provided by the club, but he ran into trouble near the end of the race and dropped to second overall. •

Northern California-Northern Nevada-Oregon-Washington-Idaho-Utah-Alaska

NORTHERN DATELINE

Russell doubles at Idaho ST

By Marty Gregory

CALDWELL, ID, FEB. 18

Al Russell Jr., resplendent in white nylon pants and white boots, emerged as the evening's only double winner at the Owyhee Motorcycle Club's indoor short track races. Russell roared his Al Russell Sports Centre-sponsored Yamaha to convincing wins in both the Mini and 125cc B Main events with quick starts and smooth lines around the one-sixth-mile oval. Papa Al (the guy who *owns* the shop) just looked on and smiled like he knew who was going to win all along.

In another exciting main, OMC PR man Larry Cowles (Yam) finally put it to his usual nemesis Terry Anderson (Suz) to wind up a winner in the 250cc Intermediate fray. Anderson got the holeshot with Cowles about fourth going into the first turn. Cowles was in second coming out of the turn, however, and a lap later got under Anderson, who ate the haybales trying to hold off the determined Yamaha pilot. Cowles then cruised home to a popular win and the biggest trophy he's seen this season.

Anderson didn't go home empty-handed though. He put his custom-framed Honda 500 under Del Macy with a spectacular toe-dragging slide to grab the lead (and eventually the win) in the Open Intermediate Main. Terry's a man who's not accustomed to going home without *at least* one trophy.

In the Expert ranks, Coeur D' Alene resident Arney Wick (Hon) grabbed a lead of several bikelengths on the third restart of the 250cc Expert main and never looked back. Arney's so smooth and consistent that, if he's out in front, the rest of the boys can just forget it. Closest of the locals was John Colton (Kaw) who had second place nailed down until his just-slightly-heavy throttle hand let Ricky Henson (Yam) nip him coming out of the final corner.

Henson ran his Fred Johnston Yamaha 600 to third in the Open Expert race behind an inspired Rodney Reynolds (Hon) and start-to-finish leader: winner Jerry Moore (Hon). Moore's famous wheelie w/peace sign at the checkered flag went over real big with the overflow crowd.

A couple of other racers deserve recognition for their efforts on this chill February evening. Steve Henry (KTM) stood in for previous 250cc Expert winner Ron Dillon, who was away at a Nevada desert race. Steve captured the gold in the hotly contested 250cc B Main aboard his Dillon Cycle-sponsored Austrian water-pumper. And, though he didn't trophy this time, little James Cyr rode his heart out in the Mini B battle only to get bumped out of contention just when he was moving hard on the second-place man. It was one of those things which was not James's fault and, as he's certainly learning...that's racing!

Results

PEE WEE: 1. David Kaiser (Yam); 2. Casey Anderson (Yam); 3. Melissa Cook (Yam).
MICRO: 1. Troy Brown; 2. Jason Gale (Yam); 3. Richie Reynolds (Kaw).
MINI B: 1. Al Russell Jr. (Yam); 2. Jon Irby (Kaw); 3. Matt Patterson.
125 B: 1. Al Russell Jr. (Yam); 2. Kelly Macy (Hon); 3. Mike Kelly.
250 B: 1. Steve Henry (KTM); 2. Kevin Sherrill (Yam); 3. Howard Yordy.
250 INT: 1. Larry Cowles (Yam); 2. Curtis Dice (Mai); 3. Bill Ballard (Hon).
OPEN B: 1. Jon Teal (Yam); 2. Frankie Amen (Yam); 3. Denny Feijenspan.
OPEN INT: 1. Terry Anderson (Hon); 2. Del Macy (Hon).
MINI EX: 1. Eric Deschamp (Kaw); 2. Dexter Humbard (Hon); 3. Chad Case (Hon).
125 EX: 1. Roy Jennings (Hon); 2. Dan Kelly; 3. Troy Norris (Hon).
250 EX: 1. Arney Wick (Hon); 2. Ricky Henson (Yam); 3. John Colton (Kaw).
OPEN EX: 1. Jerry Moore (Hon); 2. Rod Reynolds (Hon); 3. Ricky Henson (Yam).

Gray takes Washington HS

By Charlie Paska

SHELTON, WA, FEB. 5

KTM rider Ron Gray showed 346 fellow competitors the way home as he scored the victory in the opening round of the Washington State Hare Scrambles Championship.

This first of three rounds featured three hours of racing on a 12-mile course that offered tight woods, fire

roads, open meadows, an old scrambles track, and even a half mile of pavement.

Riders were started by class, and among the A rider wave, enduro rider Kevin Bethards had established a 30-second lead by the end of the first lap. However, on the third lap, Bethards lost out on an encounter with a stump and the resultant broken foot ended his day.

Gray assumed the lead at that point and opened up a comfortable margin on Over The Hill Gang A rider Brad Sears. Sears captured second, but finished just yards ahead of Ron Lemon. Tim McCoy, Steve Smith, Randy DuBois, Pat McFarland, Rex Seil, Mike Payne and David Forgaard rounded out the top 10.

The Powder Puff class was a hotly contested race, with Tammy Pierson just edging out Mary Aufrance and Jeanne Irwin. ●

Results

OTHG A: 1. Brad Sears; 2. J.D. Bentley; 3. Bill Boughten.
OTH C: 1. Dennis Haymore; 2. Dan Knowles; 3. David Johnston.
OTHG B: 1. Tom Jesmer; 2. Rick Ceccanti; 3. Greg Froberg.
200 B: 1. Rob Goodwin; 2. Mark Turner; 3. Dan Erickson.
OT B: 1. Pat McFarland; 2. Jerry Gullickson; 3. Ron Dahlen.
200 A: 1. David Forgaard; 2. G. Wyse; 3. Jeff Turner.
OT A: 1. Gordon Grahm; 2. Mike Elder; 3. Ron Kunz.
OPEN A: 1. Randy Du Bois; 2. Tracy Burkey; 3. Lyle Duronso.
250 A: 1. Ron Gray; 2. Ron Lemon; 3. Tim McCoy.
OPEN B: 1. Jay Cole; 2. Jim Walsh; 3. Tim McInnis.
250 B: 1. David Rhodes; 2. Jeff Throop; 3. Steve Sedarsky.
OT C: 1. Less Walker; 2. Harlan Zentner; 3. Larry Schiterl.
200 C: 1. Brian Alberts; 2. Mike Stern; 3. Derek Zimmerman.
OPEN C: 1. Mark Vanlandingham; 2. Scott Lathrop; 3. Mark Gervais.
250 C: 1. Don Wilde; 2. Paul Fischer; 3. Mark Roetcisoender.
PP: 1. Tami Pierson; 2. Mary Aufrance; 3. Jeanne Irwin.
SUPER SR: 1. John Geelan; 2. Bob Aitken; 3. Lou Collins.

New Mexico-Colorado-Wyoming-Montana-North Dakota -South Da

Central Pipeline

Vick, Hughes best Pros at Conroe MX

By Joe Milian

CONROE, TX, FEB. 5

Kawasaki's future professional hopeful Kit Vick was too quick for the assembled field of 125cc Experts and Larry Hughes won a wild affair in the 250cc Pros to highlight action at Conroe Motocross Park.

Vick's domination was thorough in both motos of his race and the only point of contention involved the clash for runner-up cash. Rusty Dovell won that battle, posting a 2-3 score for the day to register his best showing to date as a money rider, as he edged John Bersch by a single point. Bersch appeared unbeatable in practice, handling a newly added sand section with relative ease while others floundered. Ironically, it was this portion of the track that proved Bersch's undoing in moto one, forcing him to work his way back up to fourth at the flag. He was back on track in the second round and his finish behind winner Vick placed him third in the overall standings ahead of former minibike sensation Jason Otto.

Crashes were the order of the day in the 250cc Expert division and none was more spectacular than the one at the start of the opening heat. Mark Saxer and Micky Pizzitola were the stars of the show, with Keith Coffey and a host of others playing supporting roles. Going wide into the first turn, Pizzitola and Saxer locked bars and executed a tandem endo that scattered bikes and spectators alike. After a brief pause for medical attention, all participants rejoined the action for the restart.

Richie Hull took the holeshot and was well on his way to the win when he committed an uncharacteristic error in the back section by the river and was forced to limp home in 21st position. Terry Thomas assumed the role of leader then and held on ahead of Hughes and Willie Phee for the victory. Mike Clement once again demonstrated that if one must lose it then it is best to do it in style with the maximum amount of onlookers on hand. His get-off, arguably the best of the day, dropped him to 16th. Jerry Surber also was sidelined with a bad case of "brain drain."

Surber came back with a much better demonstration of his true ability in the second moto, leading from start to finish and faltering only once in the deep sand en route to the win. Hughes showed his smooth and consistent ways again as he moved from mid-pack to second by the end of the moto. Hull and Clement assumed their rightful ranking among the leaders, coming home third and fourth respectively. Overall for the afternoon the greenbacks were awarded to Hughes, Thomas, Phee, Rusty Dovell, Jeff Arnold, and Ronnie Herrmann. Dovell, by virtue of his performance in the 125s, was top money winner of the day.

Billy Whitely was most impressive in capturing the top spot in the 125cc Intermediate class, doing the majority of his riding alone. Chad Parker, who has on occasion proved to be the equal of Whitely, suffered his share of adversity today and did not crack the top five. Brett Wagnon was a solid second and rapidly improving Robert Neiheiser served notice that he will be a future rival for Whitely.

Jason Langford and Dave Shade paced the Mini Senior line-up and Charles Edwards and Chris Gunter won their separate 125cc Novice divisions in some of the most closely contested racing of the day. Edwards' refusal to yield to Vince Rizzo's relentless pressure in the deciding heat was one of the more difficult accomplishments, considering Rizzo's experience.

Keith Hatler upset Ronnie DeRouen in the 250cc Novice race with Stacy Horn wedging in between the two and pushing DeRouen back to third. Terry Burghart let Keith Kram sneak up on him in the Open Novice class and had to settle for second place, just in front of David DePrato. Burghart was more cautious in the Over 30 affair, beating a wounded Tim McCaskill and a charging Paul Sonderfan. ●

Results

MINI MINI: 1. Rowdy Flanagan (Kaw); 2. Shane McGee (Yam); 3. Aggie Lambert (Hon).
MINI JR: 1. J.R. Larose (Kaw); 2. Steven Purrier (Kaw); 3. Stanley Chomer (Yam).
MINI SR: 1. Jason Langford (Kaw); 2. Dave Shade (Kaw); 3. Stephen Tyler (Yam).
125 NOV A: 1. Charles Edwards (Yam); 2. Vince Rizzo (Kaw); 3. David Clark (Kaw).
125 NOV B: 1. Chris Gunter (Yam); 2. Perry Tracey (Hon); 3. Todd Currie (Kaw).
250 NOV: 1. Keith Hatler (Hon); 2. Stacy Horn (Yam); 3. Ronnie DeRouen (Yam).
OPEN NOV: 1. Keith Kram (Yam); 2. Terry Burghart (Hon); 3. David DePrato (Yam).
125 INT: 1. Billy Whitley (Kaw); 2. Brett Wagnon (Yam); 3. Robert Neiheiser (Kaw).
250 INT: 1. Brett Herrmann (Yam); 2. Mark Cochran (Kaw); 3. Ken Brown (Hon).
OPEN INT: 1. John Mitchell (Mai); 2. Marvin McKim (Yam); 3. Dearl Croft (Yam).
OVER 30: 1. TerryBurghart (Hon); 2. Tim McCaskill (Yam); 3. Paul Sonderfan (KTM).
125 EX: 1. Kit Vick (Kaw); 2. Rusty Dovell (Suz); 3. John Bersch (Hon).
250 EX: 1. Larry Hughes (Hon); 2. Terry Thomas (Yam); 3. Willie Phee (Hon).

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CALENDAR

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CHAMPIONSHIP EVENTS

1984 Tenative Grand National Camel Pro Series

3/4-11	RR/Daytona Bch, FL
4/7	TT/Gardena, Ca
4/14	M/Sacramento, Ca
5/5	ST/San Jose, CA
5/6	M/San Jose, CA
5/12	HM/Gardena, CA
5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/8-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/Du Quoin, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL

InSport/Wrangler Supercross Series

3/24	Houston, TX
4/14	Dallas, TX
4/28-29	Pontiac, MI
5/19	Orlando, FL
6/2	Pasadena, CA
7/14	Buffalo, NY
7/28	Foxboro, MA
TBA	San Francisco Bay area
TBA	Los Angeles area
TBA	San Diego, CA

AMA 1984 Motocross Schedule

3/4	Gainesville, FL
3/10	Daytona Beach, FL
3/18	Talladega, AL
4/1	Orange, CA
4/8	Sacramento, CA
5/13	Atlanta, GA
5/27	Mt. Morris, PA
6/10	San Jose, CA
6/24	Carlsbad, CA
7/1	Buchanen, MI
7/8	New Berlin, NY
7/22	Binghamton, NY
8/12	Millville, MN
8/19	Denver, CO
8/26	Washougal, WA

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship Road Race Series

3/24	South Africa
4/15	Italy
5/6	Spain
5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
6/30	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship MX Series

125cc

4/8	Italy
4/15	Netherlands
4/29	Belgium
5/6	Austria
5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

4/8	France
4/29	Austria
5/6	Yugoslavia
5/13	Czechoslovakia
5/20	England
6/3	Spain
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Japan

500cc

4/15	Austria
4/29	Switzerland
5/7	Spain
5/13	France
5/20	Sweden
6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

Sidecar

4/8	Switzerland
5/6	England
5/13	Netherlands
5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trial Series

3/4	Spain
3/11	Belgium
3/18	England
3/24	Ireland
4/8	France
4/15	Germany
6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Germany
7/8	Belgium
9/2	Japan
9/9	Sweden

AMA National Enduro Championship Series

2/19	New Idria, CA
4/1	Pelion, SC
5/6	Roselawn, IL
5/20	Georgetown, CA
6/3	Hamilton, WA
6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship

3/4	Lake Wales, FL
4/8	Hurrican Mills, TN
4/15	Redding, CA
5/20	Bruceton Mills, WV
5/13	Corona, CA

AMA National Championship Reliablity Trial Series

4/27-29	Tulsa, OK
5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurricane Mills, TN

AMA/NATC National Observed Trials Championship Series

6/2-3	Rhode Islanc
6/9-10	New York
7/4	Colorado
7/7	Wyoming
8/25-26	Seattle
9/1	Oregon
9/3	Washington

NMRA-NHRA 1984 Drag Race Schedule

3/17-18	Gainesville, FL
4/14-15	Atlanta, GA
5/5-6	Atco, NJ
*5/19-20	Gainesville, FL
6/9-10	Columbus, OH
6/23-24	East Haddon, CT
6/30-7/1	Columbus, OH
7/14-15	Englishtown,NH
*8/11-12	Washington, DC
8/18-19	Brainerd, MN
9/1-3	Indy, IN
10/6-7	Atco, NJ
10/20-21	Pomona, CA

*Dates are Tentative

AMA Dragbike National Championship Series

3/3-4	Miami-Hollywood, FL
3/31	Commerce, GA
4/8	Bradenton, FL
4/29	Sacramento, CA
5/5-6	Jackson, TN
5/19-20	L.A County, CA
5/26-7	Winston-Salem, NC
5/28	La Rue, OH
6/3&10	TBA
6/17	Kansas City, MO
6/23-24	Fremont, CA
6/29-30	San Antonio, TX
7/14-15	TBA
7/28-29	Columbus, OH
8/19	Reading, PA
9/1-2	TBA
9/8-9	Byron, IL
9/22-23	TBA
9/29-30	St. Louis, MI
10/21	West Palm Beach, FL
10/28	L.A. County, CA
11/3-4	Houston, TX
11/17-18	Gainesvile, FL

Special Events

8/19-25	Speed Trials site TBA
6/2-3	Bristol, TN Top Fuel
7/7-8	Gary, IN Top Fuel
8/4-5	Cincinnati, OH Top Fuel Kansas City, KS Pro Stock
8/11-12	L.A. County, CA Pro Stock
8/18-19	Spokane, WA Pro Stock points final

Other Major Events Abroad

6/17	Pairs Speedway Championship Finals, Longo, Italy
8/18	Team Speedway World Championship, Leszno, Poland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Cou; es Nations, Dalecin, Czechoslovakia
9/9	Motocross Des Nations, Ruskeasanta (Vanta), Finland
9/16	Trial Des Nations, Myslenice, Poland
9/16	Trophee Des Nations, Varberg, Sweden
10/1-6	ISDE, Assen, Netherlands

EVERY WEEK

Wednesday

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, San Bernardino, CA. 898 S. Arrowhead Ave., Orange Show P exit off 215 freeway, National Orange Show Fairgrounds. Three sions. $1275 purse or 30% of STARTS APRIL Handicap and scratch competition. Gates open 6:30 pm, first race 8. Entry $7 per rider and mechanic. Admission $5.50 per person, 6-12 $2. Info Wednesday only 714/884-4092 or 818/446-0969 or 446-2241 (Kay Rutherford).

Thursday

WASHINGTON

$6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA. Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rgt on Magnolia to Buchman, rgt on Buchman takes you to track. All classes. 30% trophs to Sptsmen. 150% Pro pb. Gates open 5 pm, prac 6 race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frw 55 to Chapman exit, east 7 mi. Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/831-3482.

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

TEXAS MX AND FLAT TRACK
Ross Downs, Colleyville, TX. Hwy. 26, Colleyville. All classes. Trophs, 100% pb. Prac, 7 pm, race 8:30. Entry $8, $15 Pro. Gate fee, $6, 6-12 $4, child free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979

March 1

CALIFORNIA SPEEDWAY CLASSIC
California Mid Winter Fair Grounds, Imperial Valley, CA. 2nd Annual Denny Pyeatt Memorial Classic. Info 619/355-1181.

March 2

CALIFORNIA SPEEDWAY CLASSIC
Orange County Fairgrounds, Costa Mesa, Ca. Gates open 6:30 p.m. Racing starts 8. Coors Spring Classic. Info 714/492-9933.

March 3-4

D-37 CALIFORNIA GRAND PRIX
Riverside Raceway, Riverside, CA. All classes includ. Sidehacks and ATVs. D-37 pts. only, all riders welcome. Entry $27 mail, $40 post plus gate fee. Info 213/256-8578 (Gary Jones).

AMA/D-36 CALIFORNIA SHORT TRACK
Hills Ferry Speedway, west of Modesto, CA. I-5 to Newman exit, left to Hills Ferry Rd. 15 miles northwest of Modesto. All classes includ. 3-whlrs. Sat. night prac 5 pm, Sunday prac 11 am. Double Header special. Entry $12, $15 Semi-Pro with 75% pb. Info 408/463-0548.

CALIFORNIA WINTERNATIONAL MOTOCROSS
Spillway Park, Santa Maria, CA. Just N. of Santa Maria River bed off Hwy 101. Classes; Old Timers and OTHG 2 days, Support on Sunday. Vintage Moto Sunday. OT and OTHG only 1975 or before. Trophs. Gates open 7:30 am, prac 8:30. Entry $25 two days, $12.50 one day. $5 gate fee. Old Timers MX Assoc. Info 213/945-3742 days, or, 699-2869 nights (Bob DeMiranda).

March 4

CMC CALIFORNIA MOTOCROSS
Sprockett's Park, Bakersfield, CA. 99 N. or S. to Bakersfield. 58 E. to Mount Vernon. N. to top of Hill and follow signs. All classes. 33% Sportsmen trophs. Cash pb to Pros. Gates 6:30 am, prac 7:30-8:30, race 9. Entry $12, $15 Pro. Info 805/834-0284 (Rick Sazama).

COLORADO RMTA TRIALS
Near Boulder, CO. All classes. Sign up 9-9:30 am, ride at 10. Entry $9 non member sign up fee. Info 303/473-3277.

AMA CALIFORNIA SPEEDWAY
Inland Motorcycle Speedway, 898 S. Arrowhead Ave., San Bernardino, CA. #10 East to 15E N., Orange Show Rd. exit, rght, left on Arrowhead. Division 1 Spring Classic. Handicap and Scratch format. 3 Jr. events (start at 1:45 pm). Rain date March 11. Tickets available at Ticketron or on race day. No reserved seating. Gates open 12:30 pm. Div. 1 at 2 pm. Info 818/446-0969 (Kay Rutherford).

CALIFORNIA ENDURO
Red Mountain, CA., at Teagle Wash. Marked from Hwy 395 and Trona Rd. All classes. Finisher pins, trophs, contingencies. Rain or shine. Start 8 am. Send entries to Chaparrals M/C, 22042 Calderas St., Mission Viejo, CA 92691. Entry $17, post $20. Chaparrals M/C. Info 714/528-3007 (Bill Adams).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/261-6116

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. 1-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 longmotos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $20. Info 714/561-7344 (Gary), 447-9348 (Dennis).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMC CALIFORNIA MX
Sacramento Raceway Park. NOT the Motobowl. Hwy 50 to Bradshaw. South to Jackson Hwy and turn lft. 2½ miles to Excelsior Rd and turn lft. Track entrance on right. All classes includ. ATV. 1st race of Hi-Point Pacific Race Spring Series. 30% trophs, 100% Pro pb. Gates open 6:30 am, prac 7:30, 1st race 9. Entry $10, $15 Pro, $5 gate. $5 watch, child 6-12 $2, under 6 free. Info 916/487-9120 or 489-3839.

March 10

IDAHO SHORT TRACK
Caldwell, ID, behind O'Connor Field House, 21st and Cleveland. All classes includ. 3-wheel. 90% pb, Experts, 10% overall series winners. Trophs to overall pts. winner in Amateur class. Silecners reqd. Sign-up 4 pm, prac 6, race 7. Entry $10, $15 Exp., Pee-Wee, Micro Mini, Powder Puff and 3-heelers $5. Admission $3, 6-12 $1, child free. Owyhee M/C Club. Info 888-9528, 342-7439, 888-7357.

CALIFORNIA SPEEDWAY CLASSIC
Long Beach, CA. Long Beach Veterans Stadium, Gates open 6:30 p.m., Racing starts 8. Coors Spring Classic. Info 714/492-9933.

March 11

CALIFORNIA MOTOCROSS
Marysville, CA. Under the "E" St. Bridge. Hwy 70 to N. Beale Rd. Go over levee on Shad Rd., one block W. of Honda of Marysville. Prac 7:30 am, race 9:15. No cards required. Entry $15 sportsman, $5 plus $15 to purse, Pro, $4 watch. Info 916/695-2727 (Charlie Sexton).

OKLAHOMA CROSS COUNTRY
Verdon, OK. Follow signs to lake Chickasha, 2 miles N. of Lake Chicka-

CRC GRAN PRIX AT INDIAN DUNES (PLUS SPECIAL TEAM RACE)

MAGIC MOUNTAIN GRAN-PRIX 1984

MARCH 18, 1984

CRC Days at Six Flags Magic Mountain

Saturday or Sunday, March 17 or 18
Plus Saturday or Sunday, March 24 or 25, 1984*
Park Opens at 10:00 a.m.

Kal-Gard

Pro & Sportsmen Registration Fee: MAIL $20.00 POST $25.00
Membership required.

★ $1,000 Pro-Purse

INCLUDES:
* $1,000 Pro-Purse
* 20% Trophies
* Magic Mountain Finisher Pin
* Magic Mountain G.P. Hat
* Admission to Magic Mountain for a full day of unlimited rides.

Additional Tickets to Magic Mountain! SAVE $5.00 $7.95

*If tickets cannot be used on specified dates, they will be honored throughout 1984 with $3.00 surcharge at gate on day of visit.

Includes a full day of unlimited rides, shows and adventures including ROARING RAPIDS.

Regular $12.95 Gen. Adm. Special children's discount ticket for children under 48 inches (4 ft.) in height available at main gate for $6.50. All other tickets must be purchased in advance. Children age 2 and under admitted free.

Tickets not available at gate. Purchase at Indian Dunes day of Gran Prix or call CRC for information.

Schedule

8:30 a.m.	500 Am/Nov/Beg
9:30 a.m.	3-wheelers
10:30 a.m.	Minis
11:30 a.m.	Odysseys
12:30 p.m.	100/200 Am/Nov/Beg
1:30 p.m.	+30, +40, MX Vets
2:30 p.m.	125/250/500 Pros
3:30 p.m.	250 Am/Nov/Beg
4:30 p.m.	Team Race

Send any standard entry to:
CRC, 24518 Island Ave., Carson, CA 90745
Call (213) 830-7519 for more information

INDIAN DUNES

HOBO ENDURO 19 CRC 84

CRC FAMILY ENDURO
20% TROPHIES & FINISHER PINS

March 11, 1984 ● Lucerne
3 LOOPS
8 a.m. START
Late points will be counted for all riders on all loops

Info: (714) 689-6114 (days)

CRC RACE SCHEDULE

Mar. 4 — MOTOCROSS
Indian Dunes

Mar. 11 — MOTOCROSS
Saddleback Park

Mar. 18 — MOTOCROSS
Indian Dunes

Mar. 18 — MAGIC MTN. G.P.
Indian Dunes

CRC License Required
(213) 830-7519

OLD TIMERS & OVER THE HILL GANG
5th ANNUAL WINTER INTERNATIONAL MX RACES
MARCH 3rd & 4th
SPILLWAY PARK
SANTA MARIA, CA

$25.00 Both Days ●
$12.00 Support Class Sunday

Sunday Vintage Race '75 & Earlier
Old Timers & Over The Hill Members Only

Contingency Prizes ● Overnight Camping
For entries and information call:
(213) 945-3742
after 6:30 p.m. call
(213) 699-2869

Road Racing March 24-25

NORTH AMERICA'S ROADRACING LEADER

Oak Hill Raceway
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Riders School +
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803/784-3105

A.M.E Budweiser

MAR. 11-25
INDIAN DUNES

MAR. 4-18
L.A. CO. RACEWAY

(818) 881-5778

P.O. Box 1421, Reseda, CA 91335

CORONA RACEWAY R.A.C.E.

Fri.	Mar. 2	Motocross
Sat.	Mar. 3	Ody, 3 Whlrs.
Fri.	Mar. 9	Motocross
Sat.	Mar. 10	FT, ½ Mi, ¼ Mi

Arroyo CYCLE PARK
Next G.P. May 13
Park Closed To Open Riding
Promoter Inquiries Invited
INFO: (714) 887-1560

SRA Schedule

Mar. 25 — RIVERSIDE G.P.

(714) 828-1358
No SRA Points For Viewfinders G.P.

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The Oil Authority
USA Lubricants (213)944-6361

sha Dam. All classes. Trophs through 5th and 100% Pro pb. 12 race series. Gate 7:30 am, prac 8, race 11. Entry $15. OCCRA. Info 405/632-7431 or 632-3370.

CRC HOBO FAMILY ENDURO
Lucerne Valley, CA. 20% trophs, finisher pins, CRC points. 8 am start. Mail entry $20, post $23. Non CRC memb. add $5. Special Beg. class $15, post $18. Info 714/689-6114.

BRITISH MOTORCYCLE SWAP MEET
Cornelius and Jay Motorcycle Parts. 2517 North Lee Ave., South El Monte, CA. BSA owners of California. Free admission to buyer and seller. Info 213/575-8772.

AMA/D-36 CALIFORNIA HARE SCRAMBLES
Cow Mt., 3 miles south of Ukiah, CA. US 101 to Talmage Exit. Follow arrows to Cow Mt. Recreation area. All classes. Sign-ups start 7:30 am, race starts 10. Info 415/456-0335 (James Cooper).

CALIFORNIA GRAND PRIX
Saddleback Park, Orange, CA. All classes includ. ATC/Ody, Women, 4-Stroke. 100% trophs for Minis, 30% for Sportsman. 100% T-shirts. Holeshot prizes and contingencies. Gates open 7 am, prac 8. Entry $16 mail, $20 post, $10 year membership. Double Cross Racing. Info 714/371-6333.

AMA-D-37 HARE AND HOUND
Red Mountain, CA. Searles Station, limed N & S on 395 between Red Mtn. and Ridgecrest. All desert classes. No ATCs. Trophs. Beginners and 1st timers welcome. Start 9 am. Entry $16. HBMC. Info 714/637-4468 (Ron Paproski).

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diablo and Vasco Rds., turn right. All classes, 30% Sportsmen trophs, 100% Pro pb. Series awards presented at Weekend of Champions race March 18. Third and final round of Weekend of Cham-

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-8068, 5840, 7979.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 818/881-5778.

D-38 CALIFORNIA SCRAMBLES
Ancient Dry Lake Bed in Imperial County, CA. From San Diego; take I-8 E. and use the Dunaway Rd. exit N. to Evan Hewes Hwy Rt. to Huff Rd and follow the arrows. All classes includ. ATC/Stock Ody. 4th Annual Rattlesnake Chase Short Course. 4 one hour races and a 90 minute team race for everyone. Races start 7:30 am. Prac all day Sat. Entry $15 single races, $15 per team. Non memb. reqd. Info 619/427-5759.

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

NORTHWEST DIRT RACERS SHOW AND SWAP MEET
Benton County Fair Grounds. All types of Dirt Racing machines on display plus swap or sell of same. (Dealers also invited to display). Display set up from 8 am-12 noon. Open to public at 1 pm. No cost for display, $5 for swap or sell. Spec. adm. $1 ea. Info. 503/928-7205 or 926-0376 (Ben Miller).

March 16

CALIFORNIA MOTORCYCLE SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. S. end of Newport 55 Frwy. Opens 6 pm to 10 pm. Free parking. 1000s of bikes, parts and accessories. Inter-Shows. Info 714/495-0515 24 hrs.

March 18

D-38 CALIFORNIA HARE SCRAMBLES
Plaster City West, Imperial County, CA. From San Diego take I-8 E., exit Ocotillo. Turn lft, take 1st rght on Evan Hewes Hwy and follow the arrows. 6 miles to pits. All classes includ. ATC/-Stock Ody. 20% trophs. Practice all day Sat., start 10 am Sun. Entry $15. Sour Smash Racing Team. Info 619/427-5759.

MONTANA MOTOCROSS
Corvallis, MT. Riverbottom Track, one mile W. of Corvallis. All classes. 30% trophs, 100% Expt. pb. Gate 6 am, prac 8, race 9. Entry A,B and Mini $10, Expert $15. HCMA. Info 406/961-4417 (Gary Tice).

OKLAHOMA MOTOCROSS
Take Frederick-Chattanooga exit off 277 and 11 miles west, or 2 miles west of Faxon on south side of hwy 36 west. All classes includ. 3-whler. 200% pb, trophs. Gate opens 7:30, prac 9, race 11 am. Entry $8, $20 Expert, $3 watch. Southwest MX Park. Info 405/248-0110 or 248-7400.

COLORADO RMTA TRIALS
Near Colorado Springs, CO. All classes. Free trials school by Wiltz Wagner. Sign up 9-9:30 am, ride at 10. $9 non member competition fee. Info 303/473-3277.

CMC CALIFORNIA MOTOCROSS
Sprocketts Park, Bakersfield, Ca. 99 N. or S. to Bakersfield. 50 E. to Mt. Vernon N. 4 miles to top of hill, then follow signs. All classes. 33% Sportsmen trophs, cash pb to Pros. Gate 6:30 am, prac 7:30-8:30, race 9. Entry $12, $15 Pro. Info 805/834-0284 (Rick Sazama or Laura Elmore).

TEXAS MOTOCROSS
Lakeside Motosport Raceway, Bastrop, TX. Hwy 95 N. from Bastrop for 4 miles, take F.M. 1441 2½ miles and the track is on the right hand side. All classes. trophs through 15. 150% expert pb. Sign-up 9 am, prac 10, race 11. Entry $10, $15 Expert. Info 512/327-5259 (Norman French).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. south of Dixon, CA, on Hwy 113. All classes. Trophs, 100% Pro pb. Contingencies. D-36 number, letter and color required. Alaphabet letter for those without D-36 number. AMA/D-36 rules apply, both cards required and available. Gate 6:30 am, sign-up 7, prac 7:30, first race 9. Entry $15 Nov. and Jr., Semi-Pro $20 plus $5 park fee for bigger purse. Post entries only. Watch $4, $1 child. Info 916/678-3592.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diablo and Vasco Rds., turn right. All classes, 30% Sportsmen trophs, $1500 Pro purse. Third annual Weekend of Champions. Trophies and awards presented for Weekend of Champions series winners today. 6:30 am, prac 8:30, race 9. Entry $20, $25 Pro, $5 watch. Info 415/634-3328 or 634-6596 (Tom Anderson).

AMA/D-36 CALIFORNIA CROSS COUNTRY RACE
PCOHV Park. From Sacramento, East on Hwy 50 to Prairie City Rd., south to White Rock Rd. All classes. Trophs, finisher pins, $700 cash contingencies, Exp. only. Racing rain or shine. Gate open 6 am, racing starts 8:30. Entry $15 pre, $20 post, $20 pre, $25 post, Expert. Gate $3. Polka Dots M/C. Info 916/344-0280 (Joe Kimbriel).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

TEXAS SWAN MX
Tyler, TX. Exit 69 S. from 1-20, 2 mi. to CR 471, right 21 mi. and turn left. All classes. Troph to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro pb is less than 15. Concessions, camping and elec. hookups. Gate open all night. Prac 9:30 am, race 11. Entry $5 gate, $10, $20 Expert. Info 214/882-4215 (Bill Law).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $20. Info 714/561-7344 (Gary), 447-9348 (Dennis).

March 24

IDAHO SHORT TRACK
Caldwell, ID, behind O'Connor Field House, 21st and Cleveland. All classes includ. 3-wheel. 90% pb, Experts, 10% overall series winners. Trophs to overall pts. winner in Amateur class. Silecners reqd. Sign-up 4 pm, prac 6, race 7. Entry $10, $15 Exp., Pee-Wee, Micro Mini, Powder Puff and 3-heelers $5. Admission $3, 6-12 $1, child free. Owyhee M/C Club. Info 888-9528, 342-7439, 888-7357.

ANTIQUE MOTORCYCLE SHOW
Phoenix Trotting Park, Phoenix, AZ. I-10 at Cotton Lane. Vet. to 1917, comp. to 1969. Vintage to 1939, postwar to 1969. Swap meet (lrg. riding area). Vin. road racing Sunday. AACME. Spec. free. 8 to 4 Sat. $5-1 bike, $8-2 bike, $10-3 or more. Racing info. 602/993-5384. Mike Gorman 841-6064.

INDOOR OREGON FLAT TRACK
Benton County Fairgrounds, 110 s-w 53rd, Corvallis, Ore. All classes incl. 3-wheelers. Gates 5 pm, sign in 6, prac. 7, race 8. Gate fee $3, under 6 free. Entry: $5 + gate, Sprtmn $12 + gate. Trak-Tak. Info. 503/928-7205 or 926-0376.

March 25

ROAD RACE
Firebird International Raceway, Phoenix, AZ. 10 mi. S. of Phoenix on I-10 and Maricopa Rd. All clases. Trophs. Will accept any current road racing license instead of new riders school. New riders school starts at 7:30 am. Gate opens at 6:30 am. Prac 9, race 1. Entry $15 memb, $15 new riders school, $30 1st class, $15 addl. class. $3 watch. Info 602/973-2185, 247-5542 (Kevin Elliott).

D-36 NEVADA MOTOCROSS
Stedd, NV. take 395 N. from Reno to Lemmon Valley exit. Stay straight to track. All classes. Pro purse based on entry. Blue Plate pts. Gates open 6 am, sign-in 7, prac 8. Entry $15, $18 Pro, $3 watch, under 12 free. Over The Hill Gang. Info 702/972-4676.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX CMC
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; nonmemb. add $3 Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

CALIFORNIA ENDURO D-36
Middle Creek Campground, Upperlake, CA. Limed from Hwy 20. All classes. (License plate or Off Road sticker must, Spark Arrestors reqrd. North Bay M/C.) 8 am. Entry: $16 pre., $20 post, $6 team. Info. 707/546-3903 Brad Seder.

CALIFORNIA HARE AND HOUND
Soggy Dry Lake, limed from Y Cafe. All District classes. 10% trophs. 9 am start. Entry $15. Invaders M.C. Info 213/694-1959 (Joe Turnbaugh).

OKLAHOMA CROSS COUNTRY
Interstate MX Park. I-35 and I-40, Eastern exit. Oklahoma City, OK. Look for our signs. All classes. Trophs, 100% Pro pb. Gate 7:30 am, prac 8, race 11. Entry $16. OCCRA. Info 405/632-7431 or 632-3370.

March 30

CALIFORNIA MOTORCYCLE SWAPMEET
National Orange Show Grounds in San Bernardio, CA. 15 E. Frwy to Orange Show Rd. Opens 6 pm-10pm. Free parking, 1000s of parts and accessories. Inter-Shows. Info 714/495-0515 24 hrs.

March 31

CALIFORNIA OFF-ROAD TOUR
From Ensenada to San Felipe. All motorcycles and ATC's. Start at Ensenada and ride to San Felipe and return next day. Tours held by exp. winners of the Baja 1000. All ages welcome. Baja Off-Road Tours. Info 619/429-9287 between 5pm and 9pm.

April 1

IDAHO MOTOCROSS
Henry's Canyon, Idaho Falls, ID. All classes. 150% cash pb, Experts, 75% cash pb to Vets, 50% cash pb to Enduro class. All riders must be EIMA members except Experts (extra charge for non-member experts). Gates open 6 am, sign-up 7-8, prac 8:30-9, race 9:30 sharp. Entry $8 mini-mini, $12 Jrs. and Int., $20 Exp., $15 Vets. Gate fee $4, under 10 free. Eastern Idaho M/C Assn. Info 208/524-3962.

CRC CALIFORNIA FAMILY ENDURO
Red Mt. All classes. 20% troph. & fin. pins. Two loops. Eight AM start. Entry: Mail $20, post $23, non CRC mem. add $5. Special Beg. class $15, post $18. CRC points. Desert Fools Enduro. Info. 714/689-6114.

BRA SOUTH DAKOTA MOTOCROSS
Sturgis Raceway, Sturgis, SD. I-90 at Sturgis. All classes + ATV. 100% Pro p-b, 33% Sptsmn. troph. Non-BRA points race. Powder Puffs & ATVs if enough. Sign-up 9 am, prac. 10, race 11. Entry: $15 Pro, $10 sptsmn, non mem. add $3. Borderline Racing Assn. Info. 605/348-8361 Dale Friend.

CMC CALIFORNIA HARE SCRAMBLES
Sand Hill Ranch, Brentwood, CA. from Hwy 580, take Vasco Rd. N. 17 mi. to corner of Comino Diablo and Vasco Rds., turn right. All classes. Finisher pins and 30% trophs. 50% p-b to Ex. Points awarded for CMC Hare Scrambles Series. Gate 6:30 am, race 8:30. Entry: $15 race, $5 watch. Info. 415/634-3328 or 634-6596 Tom Anderson.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

CRC FAMILY ENDURO
Red Mt., CA. All classes, 20% trophs. Starts 8 am. Entry $20 mail, $23 post. Info 714/689-6114.

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

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ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

HUNGRY VALLEY GRAN PRIX

March 11th • Hungry Valley, CA

Take Hungry Valley Exit
Off Hwy. 5 Approx. 30 Miles
North of Magic Mountain

U.S. RACING 1984

Gates Open	6 a.m.
Practice	8 to 8:30 a.m.
Vets & 4-Stroke	9 a.m.
125 & 200 Am. Ex.	10 a.m.
Minis	11 a.m.
Afternoon Pract.	12 to 12:30 p.m.
250 & Open Beg. Nov.	12:30 p.m.
125 & 200 Beg. Nov.	1:30 p.m.
250 & Open Am. Ex.	2:30 p.m.
Team Race	3:30 p.m.

HUNGRY VALLEY GRAN PRIX

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DURA LUBE

Challenging 5 Mile Watered Course
50 Min. Races
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Live Engine Start For 4-Strokes
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Balboa, CA 92661
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Save Time & Hassle ENTER EARLY

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Stick-On Riding Numbers Issued On Race Day

Circle One: 125, 200, 250, Open 4-Stroke, Vet, Women

Bike Size _____ cc

Bike Make _____

Name _____ Age ____

Address _____ Zip _____ Phone _____

Parent Signature (rider under 18) _____

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Red-Yellow
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Blue-Yellow

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'83 RM125	NEW	$1199
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'82 GS550L	NEW	$1599
'82 GS650	Shaft	$1899
'82 GS750T	NEW	$1899
'82 GS750E	NEW	$2199
'82 GS1100E	NEW	$2799
'82 GS1100	Shaft	$2799
'83 GS550E	NEW	$2199
'83 GS750E	NEW	$2899
'83 GS1100E	NEW	$2999
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ROAD RUNS

March 3-4

CALIFORNIA HIGHWAY TOUR
Start at Hutchins Harley-Davidson/Yamaha, 55405 29 Palms Hwy, Yucca Valley, CA. Start 8 am Sat. San Felipe-Baja California Mexico Road Tour. Call or write for more info. No entry fees. U.S. Motorcycle Tours. Info 619/365-6311 (R. Hutchins).

March 18

AMA/D-37 200 MILE RUN
Saugus, CA. Start Accessories Unlimited, 26057 Bouquet Cyn. Rd., Saugus, CA 91350. Start 7:30 am, $7 per rider. For more info 805/255-6522 (Boyce or Phyllis Williams) or 213/860-6053 (SCMA).

March 25

AMA/D-37 CALIFORNIA BIKE RIDE
Start at Honda of Pasadena, Pasadena, CA. Goes through Angeles Forest both on and off of Angeles Crest Hwy. This means both street and dirt. Starter pins, trophs, contingencies. Start at 7 am or 9 am. Entry $12 mail, $15 post. Info 714/673-6816 (Terry Nichols) or 213/256-4944 (Sheryll at D-37 office).

AMA/D-38 CALIFORNIA ENDURO AND POKER RUN
Plaster City, CA. Near El Centro. All classes. Prizes, finisher pins, trophs. Start 8 am. Entry starts at $13 for poker run only. Extra fee required to run loops. Post entries add $2. Info 619/275-1823.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Tjeodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $7 gate + $10 Sptsmn, $14 Pro; non-memb. add $3. Info 714/653-8068, 5840, 7979.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS WOLF CREEK MX
Rio Vista, TX. All classes incl. Beg. through 8th if 8 or more riders in class, 1st place Int receives $100 savings 1st place Nov receives $50 Savings $3,030 purse paid by moto & overall p.b. if less than 15 riders/class; 50% gate in bad weather). Split sched: Nov 8:30 a.m., riders meeting 9:15, race Int & Ex prac. approx. 1:30 p.m., race Gate $5. Entry $10 Sptsmn, $20 Ex. 817/373-2753.

ADRA SALOME
Salome, AZ. On U.S. Hwy 60. All classes includ 3-whlrs and Ody. Info 602/252-1900.

CALIFORNIA HARE SCRAMBLES D-38
Ancient Dry Lake Bed, Imperial County. From S.D. take I-8 exit Dunaway N. to Evan Hewes Hwy E. Huff Rd, then N. to Wheeler Rd. turn left and follow arrows. All classes. ATV Vet class. 20% trophs. Three 30 mi. loops. No practice. Start 9 am. Entry: $15. Info. 619/427-5759 anytime.

April 8

BRA SOUTH DAKOTA MOTOCROSS
Hwy. 79, 2 mi. S. of Rapid City on 79, Rapid City, SD. All classes + ATVs. 100% Pro p-b, 33% troph. to Sptsmn. No BRA points. All-new track. Sign-up 9 am, prac. 10, race 11. Entry: $15 Pro, $10 Sptsmn, Non mem. add $3. Borderline Racing Assn. Info. 605/348-8361 Dale Friend.

April 15

CALIFORNIA HARE AND HOUND D-38
Plaster City. West from S.D. Take I 8 E. Exit Ocotillo, turn left & take 1st turn & follow arrows. All classes, incl. ATVs. 3 separate 25 mi. loops. No prac. Start 9 am. Entry: $15. D-38 Tankslappers M.C. Info. 619/427-5759.

BRA NEBRASKA MOTOCROSS
Chadron Fairgrounds, Chadron, Nebraska. All classes + ATVs. 33% troph. 100% p-b to Pros. BRA non points. New stadium fairgrounds track. Sign up 9 am, prac. 10, race 11. Entry: $15 Pro, $10 Sptsman, non mem. add $3. Borderline Racing Assn. Info. 605/348-8361 Dale Friend.

OKLAHOMA MOTOCROSS
Take Frederick-Chattanooga exit off 277 and 11 miles west, or 2 miles west of Faxon on south side of hwy 36 west. All classes includ. 3-whler. 200% pb, trophs. Gate opens 6:30, prac 8, race 10 am. Entry $8, $20 Expert, $3 watch. Southwest MX Park. Info 405/248-0110 or 248-7400.

April 21

BRA/SDGP MOTOCROSS SOUTH DAKOTA
Spearfish Raceway, Spearfish, SD. I-90 to Belle Fourche exit in Spearfish, N. 1 mi. to track. All classes, Pro p-b + Points fund, 33% troph. Sptsmn. 1st race of SD GP Series. All class points. Sign-up 9 am, prac. 10, race 11. Entry: $15, Sptsmn $10, non mem. add $3. Borderline Racing Assn. Info. 605/348-8361 Dale Friend.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

RESULTS

Golden State Series Vets & Sidecars at Sunrise Feb. 19, 1984

SIDECAR	
John Palfreyman/ Victor Palfreyman	2
Pete Whitney/ Scott Whitney	4
Bob Schnoor/ Randy Langosh	7
Ralph Whitney/ Dennis Cassidy	11
Paul Stitson/ Eric Whitney	12
Thom Lund/ Duane McDowell	13
Ken Maler/ Ramsey Harris	24
Trevor Harrison/ Alan Adcock	26
VET MASTER	
Peter Dill	13
Terry Whytal	19
Ken Ratzloff	8
Randy Lewis	10
Ron Tuzinsky	14
Jon Hall	25
Dave Barnett	15
Joe Shepp	21
Jon Miller	4
Gary Jones	2
Alan Olson	6
Jody Weisel	25
Terry Davis	20
Allen Stidham	56
OT MASTER	
Russ Fay	9
Ron Fuller	18
Paul Bostrom	2
Carl Ellert	20
Steve Bussell Sr.	16
Bert Wehr	12
John Tartaglia	18
Duane Spence	4
Richard Schilling	6
Ron Miller	12
Bill Manley	26

Golden State Spillway Cycle Park Vets & Sidecars Feb. 26, 1984

SIDECARS	
Bob Schnoor/ Randy Langosh	4
Phillip Palfreyman/ Terry Good	5
Pete Whitney/ Scott Whitney	5
John Palfreyman/ Victor Palfreyman	6
Thom Lund/ Duane McDowell	10
Ralph Whitney/ Dennis Cassidy	12
Eric Whitney/ Paul Stimson	15
Ken Maler/ Ramsey Harris	15
VET MST	
Gary Jones	Yam
Jon Miller	Mai
Randy Lewis	Hus
Ken Ratzloff	Hon
Carl Nelson	Yam
Terry Whytal	Hon
Joe Shepp	Yam
Ron Tuzinsky	Yam
Lee Johnson	Yam
Tom Prichard	Hon
Dave Barnett	Suz
OT MST	
Duane Spence	Yam
Paul Bostrom	Hon
Richard Schilling	Hon
Russ Fay	Yam
Bert Wehr	Hon
Jim Holmes	Mai
Ron Filler	Yam
Bob Millner	Hon
Carl Ellert	Can

Monroe Indoor Flattrack Monroe, WA Feb. 10, 1984

MINI TROPHY DASH
Danny Stanley
B TROPHY DASH
Scott Steffy
A TROPHY DASH
Kirk Strong
MICRO MINI B
Frankie Orr
Jacob Scott
Larry Stanley
MICRO MINI A
Brandon Bradshaw
E.P. Hadler
SMALL WHEEL MINI
Danny Stanley
Shane Butchart
Troy Donald
MINI B
Scott Steffy
Shane Butchart
Danny Wilcox
PP
Tressa Peter
Suzanne Falkner
Laurie Coughtry
100 B
Scott Steffy
Joey Franco
125 B
Mark Turner
Erik Petter
Joey Franco
200 B
Ray Allestad
Joe Fanow
Rick Thornson
250 B
B MAIN
Ron Noe
Kam Todd
A MAIN
Tim Lindsey
J.R. VanProyen
Ron Jones
500 B
C MAIN
Ed O'Baitek
B MAIN
Tom Leidholm
Keith Barnhart
A MAIN
Dave Frisk
Steve McDonald
Bill Hawke
125 A
David Anderson
Chris Staley
Jeff Hiatt
250 A
Lance Strong
Dan Stanley
Chris Staley
250 A PRO
Randy Patterson
Kirk Strong
Don Wilson
500 A
Pat Hayes
Mike Hayes
Dale Franklin
500 A PRO
Kirk Strong
Randy Patterson
Don Wilson
250 A PRO CONS
Del Schnitzer
A.J. Eschwig
500 A PRO CONS
Bruce Serles
Steve Leibrant
Paul Peiroli
MICRO MINI MOD
Ryan Barclay
Chris Sampson
Brandon Brandshaw
MICRO MINI STK
Frankie Orr
Brandon Brandshaw
Mitchell Falkner
SMALL WHEEL MINI
Shane Butchart
Danny Stanley
Troy Donald
MINI B
Scott Steffy
Shane Butchart
Danny Stanley
PP
Tressa Peter
Suzane Falkner
Dianne Honrud
100 B
Scott Steffy
Joey Franco
Jason Enderson
125 A
David Anderson
Billy Hagemann
Chris Staley
125 B
Darren Anderson
Mark Turner
Steve Johnson
200 B
Greg Froberg
Ray Allestad
Mike Hawley
250 A
Chris Staley
Dan Stanley
Rick Hamilton
250 B
Bill Hawke
Ron Jones
Glenn VanProyen
500 A
Rick Hamilton
Dan Stanley
Mike Hayes
500 B
Bill Hawke
Glenn VanProyen
Dave Frisk
250 A PRO
Duane Gerrard
Del Schnitzer
Brian McGonigal
500 A PRO
Randy Green
Brian McGonigal
Duane Gerrard

Agryll Park Promotions Dixon, CA Feb. 5, 1984 By Doris Brazil

250 NOV	
Billy Argogast	Suz
David Couch	Hon
Scott Pill	Hon
VET NOV	
Wayne Mashall	Hus
Jeri McClinton	Hon
VET JR	
Craig Bierce	Hon
Melvin Tremain	Hus
Tim Dubato	Yam
VET EX	
Morley Baker	Yam
Harry Bellicitti	Yam
Criag Schulz	Hon
250 JR	
Denaki Glafkides	Hon
Dieter Klausing	Yam
Dennis Redding	Yam
OT NOV	
Bill Arbogast	
Joe Brazil	Hon
OT JR	
M. Rempfen	KTM
Dee Skikos	Yam
Hac Robertson	Suz
OT EX	
Bill McLinton	Hus
Gene Higginbothan	KTM
Mel Hendrix	Mai
MINIS NOV	
Travis Brown	Yam
Ricky Brazil	Kaw
Wayne Martin	Yam
OPEN NOV	
Mark Baldry	Hon
Verlin Coupland	Hon
Mark Hector	Hon
OPEN JR	
Weylin Thompson	Hon
Jim Dallara	Hon
Harry Bellicitti	
125 NOV	
Lance Rifenburg	KTM
Rob Dubato	Yam
Mark Lengner	Suz
125 JR	
Kevin Walker	Yam

TROPHY PICKUP

SIMI VALLEY M.C. Dual European Scrambles. July 8 & 10; can be picked up at desert races in February. Bob Torgerson (818) 786-0457. (108)

SHAMROCK M/C Trophy's from Hare & Hound '83 may be picked up any race weekend in desert. H. Giese (213) 464-5511. (408-10)

So. Cal. M/C Hare & Hound trophies available in the desert, next two District 37 desert races. (408-9)

Sled Riders trophy pick-up will be at the next two desert races. For information, call (714) 638-5277. (408-9)

Jackrabbits Hare 'N' Hound trophies may be picked up at desert races after Feb. 1st, or at clubhouse; Monday nights, 8:30 -9:30 p.m. 9143 Compton Blvd., Bellflower. (106-9)

For listing in this department, please mail information with $1.00 per week that it is run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

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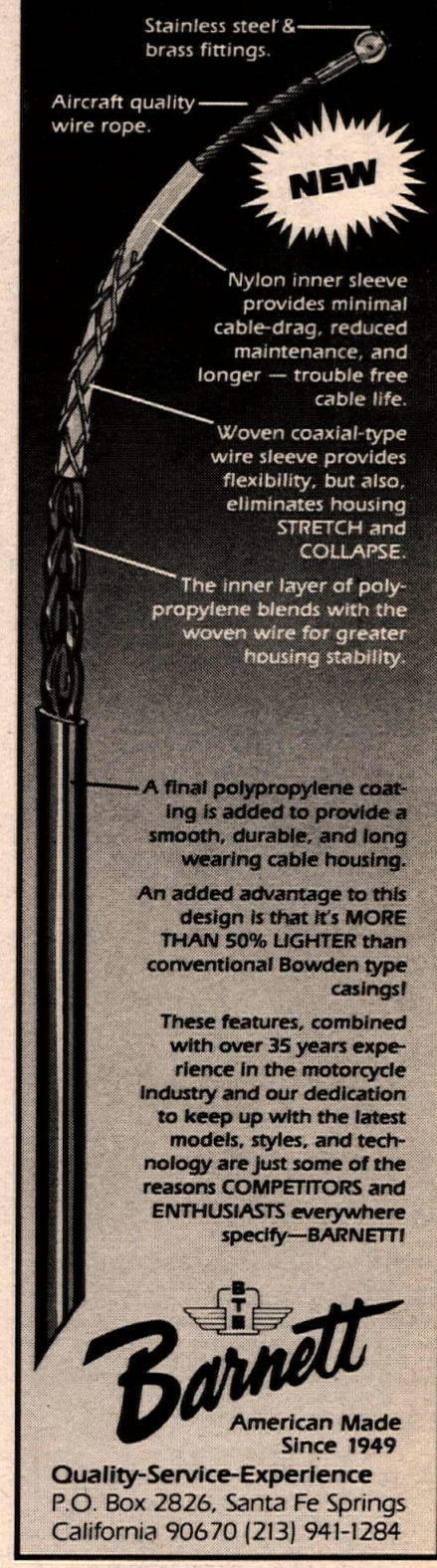

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WANT ADS

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Parts Manager
Large franchised dealer has immediate opening for aggresive parts manager. Must be a take-charge person with knowledge of inventory control. Experienced in marketing and merchandising aftermarket products. Salary has incentive. P.O. Box 7844, Ventura, CA 93006. (108-9)

Honda Pro
Join Orange County's #1 team. Excellent service department seeking experienced journeyman mechanic. Top pay and benefits for right person. Contact Garry at Tustin Honda, 100 N. Tustin Ave., Tustin, CA 92680. (714) 558-9393. (208-9)

Service Writer Needed
We need 1 fully qualified service writer for immediate employment. Must be ready to work in a clean, well organized Honda motorcycle dealer. Honda knowledge a must, BMW knowledge is helpful. Call MAX, (213) 466-7191, ext. 39. (207-8)

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Handle want ad sales for busy west office. Type 60 wpm, must be detail oriented, good spelling, personable phone voice, motorcycle knowledge helpful, sales experience necessary, M-F, 9-5, Ex. company benefits, salary. Call (213) 427-7433 for interview appt.

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Motorcycle Mechanic
Looking for experienced Honda technician. Send resume to: ROCKY MOUNTAIN HONDA. 3609 E. Platte Ave., Colorado Springs, CO 80909. (303) 596-5640. (2089)

Phone Sales Rep Wanted
VAN LEEUWEN ENTERPRISES is seeking an aggressive self starter. Send resume to: 13275 Paxton St., Arleta, CA 91331, or contact Babe at (800) 232-2120. (207-8)

Kawasaki Dealership Expanding
Needs professionan help in all areas. Sales, parts, service. Top dollar paid for right people. (L.A. area). Send resume to CYCLE NEWS, Dept. K., P.O. Box 498, Long Beach, CA 90801. (207-11)

Mechanics Wanted
2 needed for sizzling shop. Plenty of work! OUTRIDER, 10545 Pico Blvd., Los Angeles, CA 90064. Call Harry (213) 879-3350. (207-8/NSW)

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Sudco Int. Corp. is seeking an experienced sales rep. Knowledge of motorcycle and ATV parts and accessories required. Duties include: extensive phone communication, dealer contact and customer service. Excellent growth opportunity position for the right person. Salary and incentive depending on qualifications and proven results! Call for appointment. (213) 747-5173. John Linden. (207-8)

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Minimum 3 years shop experience. Established 15 year Kawasaki dealership. Salary plus commission. Cycles Unlimited, Bakersfield, CA. (805) 327-2031. (307-8)

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Experienced, with tools, wanted immediately. MOTORCYCLE CITY USA in Sunny Mission Viejo, Calif. (714) 495-3352. (205/TFN)

Mechanics Wanted
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Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (619) 747-1058. (205/TFN)

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Honda Technician Wanted
Looking for an aggressive factory trained technician willing to take responsibility. Here's an opportunity to work for top pay in excellent factilities at one of Central Illinois' most competitive dealerships. Send resume to: ILLINI HONDA, 901 S. Neil, Champaign, IL 61820. Attn: Steve. 1-8/NSE)

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All that and our friendly NEW ORLEANS customers just waiting for an experienced HONDA counter salesman. Good benefits and working conditions. Call Arlene Webber, HONDA WEST, (504) 362-5200. (2-8/9NSE)

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Needed for medium size Yamaha/Honda dealership. Pay commensurate with ability. Contact Dick (805) 259-8460. (Newhall). (208-9)

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Experienced H-D Mechanic
Like to live in a small town? Low rents, good schools, back door leads to a world of touring, dirt, ATV riding! Excellently equipped service department. Honda and Yamaha experience can add to your guarantee plus commissions. Please write: HUTCHINS HARLEY DAVIDSON/YAMAHA. 55402 29 Palms Hwy, Yucca Valley, CA 92284. (206/TFN)

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Motorcycle Salesman
YAMAHA/HUSKY dealership in San Diego area. Some sales experience or working knowledge of motorcycles required. Call Mark at EL CAJON YAMAHA. (619) 442-3338. (208-9)

Parts Man - Honda
Experienced. HONDA GLENDORA, 723 E. Alosta, Glendora, CA 91740. (208-9)

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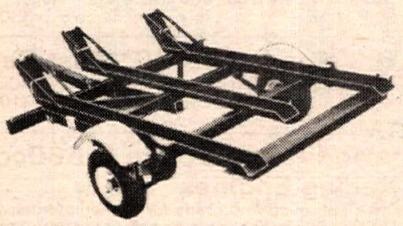

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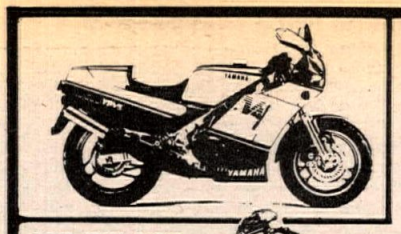

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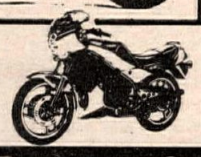

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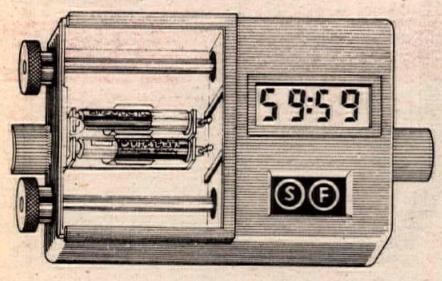

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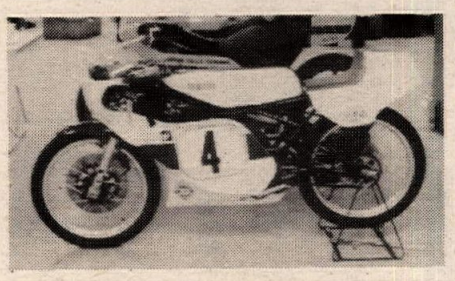

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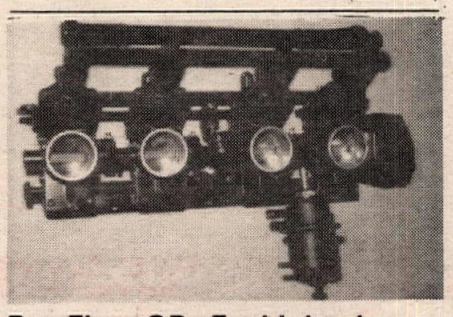

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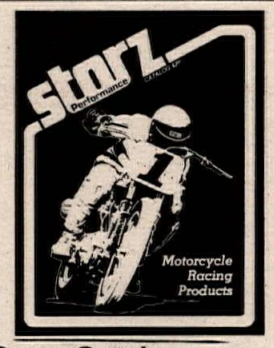

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Grimeca, Marzocchi, Lockheed, Mikuni, and much more. Send $2.00 to: STORZ PERFORMANCE, 1362 Tower Square #2, Ventura, CA 93003. (201/NW/TFN)

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At least 50 Husqvarna's in stock for immediate delivery. 1982 125-WR or 125-XC; $1395. 1982 250-WR or 250-XC; $1586. 1982 430-WR; $2095. 1982 430-XC; 430-CR; 500-CR: $1995. 1983 250-WR; $2295. 1983 430-WR; $2595. 1983 500-CR & 500-XC; $2295. 1984's IN STOCK NOW! Out of town customers welcome! Easy drive from Los Angeles and central valley. A small deposit on your Visa/MasterCard will hold any bike until you can pick it up! We ship parts UPS daily. BRITALIA MOTORS, 10th & Tully, San Jose, CA. (408) 295-4342. (206/TFN)

Dico Trailers
Cycle, Jet-Ski, ATC Buggy, auto, NEW! Enclosed 12 to 28 foot trailers, finest quality and design. Huge trailer and off road center. OPEN 7 DAYS, Anaheim (714) 956-2950. El Cajon (619) 449-8282. (202/TFN)

'84 Honda CR500R
Showroom condition. Ridden twice. Disc brakes, protector, Answer bars, jetted and more! Injury forces sale. $2100 OBO. (818) 346-9941. (307/8)

'78 Bultaco 350 Sherpa-T $795
Super clean, excellent condition, aluminum swingarm, Fox shocks, many extras. $795. Days (714) 793-7187. Evenings (714) 794-1475. (108)

★ KTM ★ KTM ★ KTM ★
SALES-SERVICE-PARTS-MAIL ORDER SERVICE! Ohlins shocks dealers. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (303) 659-5419. (209/TFN)

TZ 125 H
Complete factory spares kit, floating aluminum front disc, Gremica rear caliper, WM2 rims, only 350 race miles and simply the BEST 125 available! $2200. For more details, call (415) 254-5503 or (916) 587-8582. (306-8)

1977 Yamaha 250 Star Frame
$1800. Loads of parts, wheels, new 44mm carb, good Harley magneto, Bates leathers, like new, Mikuni carb parts, lot of Harley parts. Ask for Tom Josephson, (904) 351-0526. (1-8/10NSE)

1975 H-D RR 250
Brand new. Never raced. Original spares kit. Perfect. (914) 763-3566. (1-8/11NSE)

LOCKHEED CALIPERS: Two front, one rear, $60 each. LOCKHEED MASTER CYLINDERS, one front, $70; one rear, $50. EPM MAGNESIUM WHEELS for Honda, 18" WM6 rear, $250; 19" WM4, front, $150. MORIWAKI SUPERBIKE cams/springs for 550 Kawasaki, $175. YOSH. pipe w/comp. baffle for 550 Kawasaki, $125. MIKUNI smoothbores, 29mm, $150. Call after 5 p.m., (203) 828-0844. (3-8NSE)

Yamaha TZ500J GP Racer
1982 500cc, reverse cylinder. Huge spares kit, many new parts. Ask for Kevin, (414) 251-0542. (3-8/9NE)

83 V45 Interceptor
900 miles, seat, cowl and Phantoms. $3,495 OBO. Can deliver. (312) 336-8347. (3-8/9NE)

XR750 Frame And Swingarm
Brand new, never used, $700. (205) 288-9536. (1-8NE)

Staracer Yamaha 750 Cheap!
Shell, Grimeca, Megacycle, more, fresh. $1,200 negotiable. Call (203) 434-7419 after 5, EST. (3-8/9NE)

Pro Dirt Trackers
Darcy Eng. is building the most dependable high-output ignition for your XR750 H-D that's available. Complete two and four plug systems ready to ship. Includes completely wired unit which can be installed even at trackside. NEW ADDRESS! 6505 Patsy, Watauga, TX 76148. (817) 656-9694. West code: 1-8&10NE)

XR500: KNIGHT FRAME, no races on new motor, best of everything, $3,500. 72 XR750 motor, cases two left & one right, two cam covers. (313) 363-1692. (4-8NE)

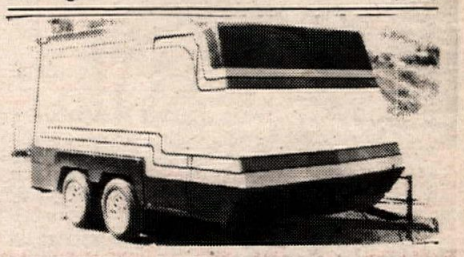
Dirt Track Bikes
Boss frame 250 Yamaha, $1,999. Viper frame DR500 Suzuki with extra parts, $2,500. Star frame TT500 Yamaha, freshly rebuilt engine, $2,000. Bultaco frame Kawasaki 250, $800. 1981 motocross Kawasaki KX420, $1,195. Call after 5 p.m. (817) 665-9752. (1-8/9NE)

'83 Honda XLV-750 * $4000
(415) 499-8152. (307-8)

'83 XR 350 - '82 KDX 250
Both excellent condition, new tires, ready for desert. Being transferred. MUST SELL! XR: $1400; KDX: $700. (619) 789-1889. (308-10)

1984 KTM 250 MX
Ridden 4 times, Dunlops. $2250. Please ask for Paul, leave message. (818) 889-6043. (108-9)

'84 CR500R Immaculate Cond.
Three rides new! Extras. Injured lifting weights. $2100. (714) 848-5295, days. (714) 846-0929, evenings. (108)



PRO-TRAC TRAILERS
Presenting our new Super-light and incredibly strong fiberglass trailers. Send for FREE brochures, 30629 Old Rd., Castaic, CA 91310 (L.A. area), or phone for information (805) 257-3322. (202/EOI/TFN)

New '84 Interceptor 750
Lower than CALIFORNIA prices! Call & COMPARE!! DELTA CYCLE in Utah. (801) 864-3984, ask for Carl. (108X)

1982 Husky 430 WR
Excellent condition, with extras. $1175/OBO. (818) 998-3817, evenings. (308-9)

1982 Husky 430WR
Only 350 miles on like NEW bike! Perfect condition, ONLY $1395. EL CAJON YAMAHA (619) 442-3338. (208-9)

'81 Maico 490
NEW: Bottom end and shocks, fork mod, excellent condition. First $575 TAKES! Days (213) 829-2226, Lynn. Evenings (818) 781-1094. (308)

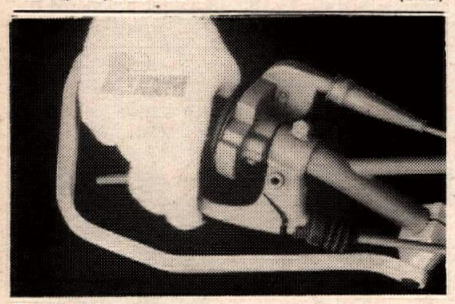
★★1984 Pro-Cycle KTM's★★
See the new KTM's at So. Cal's #1 KTM dealer. Largest KTM parts inventory with daily UPS service. PRO-CYCLE KTM, 1265 Lincoln, Anaheim, CA 92805. (714) 772-8170. (245/TFN)

'82 Honda CR-250 * $950
Owner is grandfather, well cared for machine. (714) 968-3493. (108-10)

RAD Mud Ryder
Keep yourself clean and dry while riding in mud and rain in a comfortable 100% nylon RAD Mud Ryder. Vented back. Red/White, Blue/White colors. X-Small, Small, Medium and Large sizes. Regularly $64.95. INTRODUCTORY PRICE! $54.95 + Calif. 6% tax + $1.50 shipping. TO: RAD RACING PRODUCTS, P.O. Box 5855, Riverside, CA 92517-5855 or call (714) 683-3080. (Dealer inquiries invited). (108X)

420 KTM
MX—Enduro, loaded, ridden 8 times, super condition, extras. Asking $1300. (619) 727-7608. (308-9)

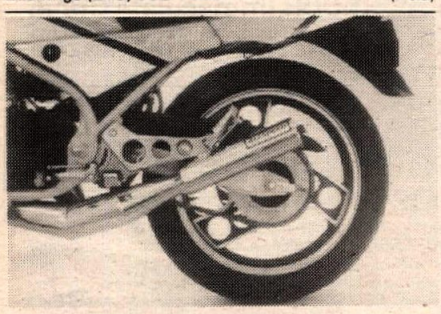
1980 Honda XR-80cc
Immaculate condition, all stock, new tires, $375/OBO. (818) 363-3801. (308)



Bark Busters
Special design preferred by ALL National riders. The ONLY handguards with an attractive brushed finish and UNBREAKABLE, GUARANTEED. $49.50. At your dealer or order direct. PERFORMANCE PRODUCTS, P.O. BOX 1294N, Lacombe, LA 70445. (504) 882-3107. (204/NSE/TFN)

1983 Husky 250XC
Two months old. Injury forces sale. New condition $1400. Call (916) 489-0621. (108)

Clean 82 XR200R
Wife's bike, low mileage, excellent condition. $950. Evenings (213) 598-7539. (108)



RZ Up In Smoke?
Allspeeds Are The Answer!
Available in chrome $179.95 or black ceramic $169.95. Complete line of products for the RZ from shocks to rearsets from the RZ Specialists, RSC Performance! P.O. Box 14664, Atlanta, GA 30324. Toll free 800/222-1452; Georgia call 404/876-3832. (107-10/NSEX)

1983 CR250 HUSKY. $1450 or make me a cash offer I can't refuse. May trade. Days (714) 684-0260, evenings (619) 948-1603. (108/9)

1977 BMW R100S. 21,000 miles, new battery, candy apple red, original owners. Excellent condition. $2150. (108)

82 KTM 495
Low miles, excellent condition. New tires, large and small tanks. $1000, can deliver. Call evenings (702) 265-3561. (308)

83 Honda XR350R $1200 OBO
Excellent condition, must see. (714) 846-6455. (408)

TZ250F ROLLING CHASSIS: Extra fairing, mag wheels, $1,000. (615) 746-8862. (1-8/9NSE)

'84 HONDA CR-500, brand new, never started. $2250. Randy (714) 897-3456; (714) 893-8827. (108)

1982 CR480 Honda
Good condition, many extras. $850/OBO. Pete (213) 326-1793. (308-9)

1975 Smuggler 19FT
Self-contained. New tires, new cushions, awning, storage box. $3495. (714) 523-9148. (108-9)

'83 Honda CR-480
Low hours, Enzo shock mod., Simons link, fork mod. Bike is BRAND SPANKING NEW! $1450. (213) 618-1744; (213) 320-2242, Ryan. (108)

TNT Racing Glide Special!

E.T. Racing Bracket: $179.95
See your dealer or call direct HOT BIKE ENGINEERING (415) 656-8275 or (415) 657-3864. We ship UPS/COD. (108/NWX)

New 1983 500CR Husky
1984 plastics, 6-speed trans installed. $2399. CROSS ROADS CYCLE CENTER, 26062 Bouquet Canyon, Saugus, CA 91350. (805) 255-5353. (208)

'80 KTM 250
Clean, excellent condition, extras. $750. (213) 455-3396, evenings. (108-9)

1982 Suzuki PE-175
Bills pipe, Gunnar Gaser, Metzeler front, Bridgestone rear, original bore. Ridden very little, runs GREAT! $700. (714) 924-2307. (108)

1983 Suzuki RM-250D
ATK fork mod, shock revalve, Gunnar Gaser, K139 front, K490 rear, Answer silencer, runs GREAT! $900. (714) 924-2307. (108)

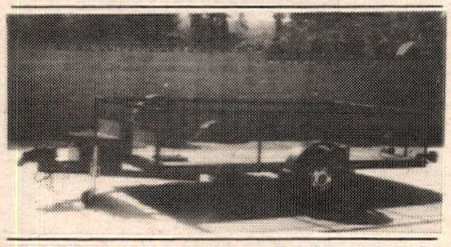
Husqvarna OR390
Excellent condition, clean, reliable, $650. (213) 424-7351, (714) 646-2241. (108)

1982 IT175 Yamaha
Excellent condition, only 600 miles. Street licensed. Please leave message if before 6 p.m. $1050 OBO. (714) 595-1827. (108)

(2) '83 Suzuki RM-250's
$700 and $950. Ready to ride. (714) 646-3109. (308-9)

'83 Yamaha IT250 * $1400
Immaculate! Low miles, new set of Metzelers, Answer pipe. 'Moving Up to Open class.'' (714) 593-3247. (308-9)

Husky Four Stroke 500TC
Like new, 20 hours total time. The ULTIMATE four stroke! (916) 549-3428, evenings please! (108)



1983 M/C Trailer $1495/OBO
Custom built for bikes and/or ATC's. Very rugged, surge brakes, toolbox (6x12). (818) 967-6461. (108-9)

Must Sell All Racing Equipment
Newly built '81 250YZ Yamaha. Champion frame, mint condition. $2000. Backup 250 Yamaha, fastrack frame, spares, $500. Shell Yamaha 750, Trackmaster frame, many spares, $1000. Will consider any offers. Dan (602) 892-8855. (108-9)

Want To Buy
Set of stock Honda 1100F cam shafts. Call after 6 p.m. C.S.T. (405) 348-5376. (108-9)

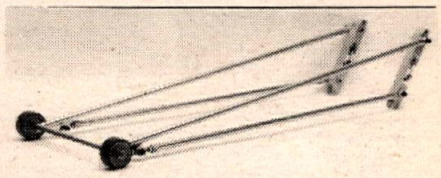
Former Kawasaki/Husqvarna/Suzuki dealership inventory for sale. Offers or trades considered. 15 years accumulation. 1855 Lowell St., Klamath Falls, Oregon. (503) 882-1364. (308)

'83 Honda CR250
White Bros. fork and shock mod's. Extra piston and rings. $900. Call Mike (714) 787-0438. (108)

1984 Yamaha YZ 490L * $1800
Excellent condition, hardly ridden. (805) 647-4173. (108)

Bob's Hot Tubs—Daytona spec.
5 foot hot tub kit. Tub, pump, heater, plumbing, 4 jets, chemicals, cover. Only $1,786 F.O.B. Camp Springs, MD; Lockport, IL; Marietta, GA or Dallas, TX. Call Bob Hanbury, (301) 889-1446 or see the tub on my truck Speed Week. I am racing 3/7/84 #153NE or 3/9/84 BoTT #86. (1-8/9NEX)

European Honda Team Leathers
Interceptor owners meet your match! Red, white, blue and only $315! 20 other unique designs and 12 colors allow a match for any bike, with prices starting at $265. Call Pittsburgh Performance at (414) 265-6728. (1-8/9NEX)



New 57" Long Wheelie Bars
For most popular models, complete as shown, nickel plated: $199.95. See your dealer or call direct. HOT BIKE ENGINEERING (415) 656-8275 or (415) 657-3864. We ship UPS/COD.

Guzzi LeMans 850 III $3995
1983 Model BRITALIA MOTORS, San Jose. (408) 295-4342. (204/TFN)

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Cycle News P.O. Box 498 Long Beach, CA 90801-0498

Ads are accepted on a first come, first serve basis. Cycle News reserves the right to edit ad copy.

REGIONAL RATES
(Cycle News/West only)
PRIVATE PARTY
Per word ..... 25¢
Headline in bold type ..... $3 extra
Photo ..... $4 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERICAL AND HELP WANTED
Per word ..... 50¢
Headline in bold type ..... $5 extra
Photo ..... $8 extra
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)
Blind Box Service Charge $5.00

CREDIT CARD LIMIT
MINIMUM $5.00 PLUS .50
POSTAGE and 'HANDLING

213/427-7433
No cancellations after 5:00 p.m. Thursday

WANT AD DEADLINE
Friday noon for the following Wednesday's issue. Fill in the Visa/Master Charge blank or send check or money order to: Above Address

Signature _____
Card Expires _____

Please fill in your complete account number and expiration date

The issuer of the card identified on this item is authorized to pay the amount shown as TOTAL upon proper presentation. I promise to pay such total together with any other charges due thereon subject to and accordance with the agreement governing the use of such card.

NATIONAL RATES
(Cycle News/West and Cycle News/ East)
PRIVATE PARTY
Per word ..... 45¢
Headline in bold type ..... $5 extra
Photos (No larger than 5x7) $7
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

COMMERICAL/ HELP WANTED
Per word ..... 95¢
Headline in bold type ..... $8 extra
Photo $12
(No larger than 5x7)
(One photo per ad — Printed image size limited to 1½" high, 2¼" wide.)

PHOTOS RETURNED ONLY WITH SELF ADDRESSED STAMPED ENVELOPE

Please run my ad ___ weeks in West
Please run my ad ___ weeks in East

Name _____

Address _____ City _____ State _____ Zip _____

PRINT BOLD HEADLINES HERE — **EXTRA** (leave spaces)
Bold Headlines do not count towards want ad word count

Want Ad minimum...$2.50

1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31	32	33	34	35
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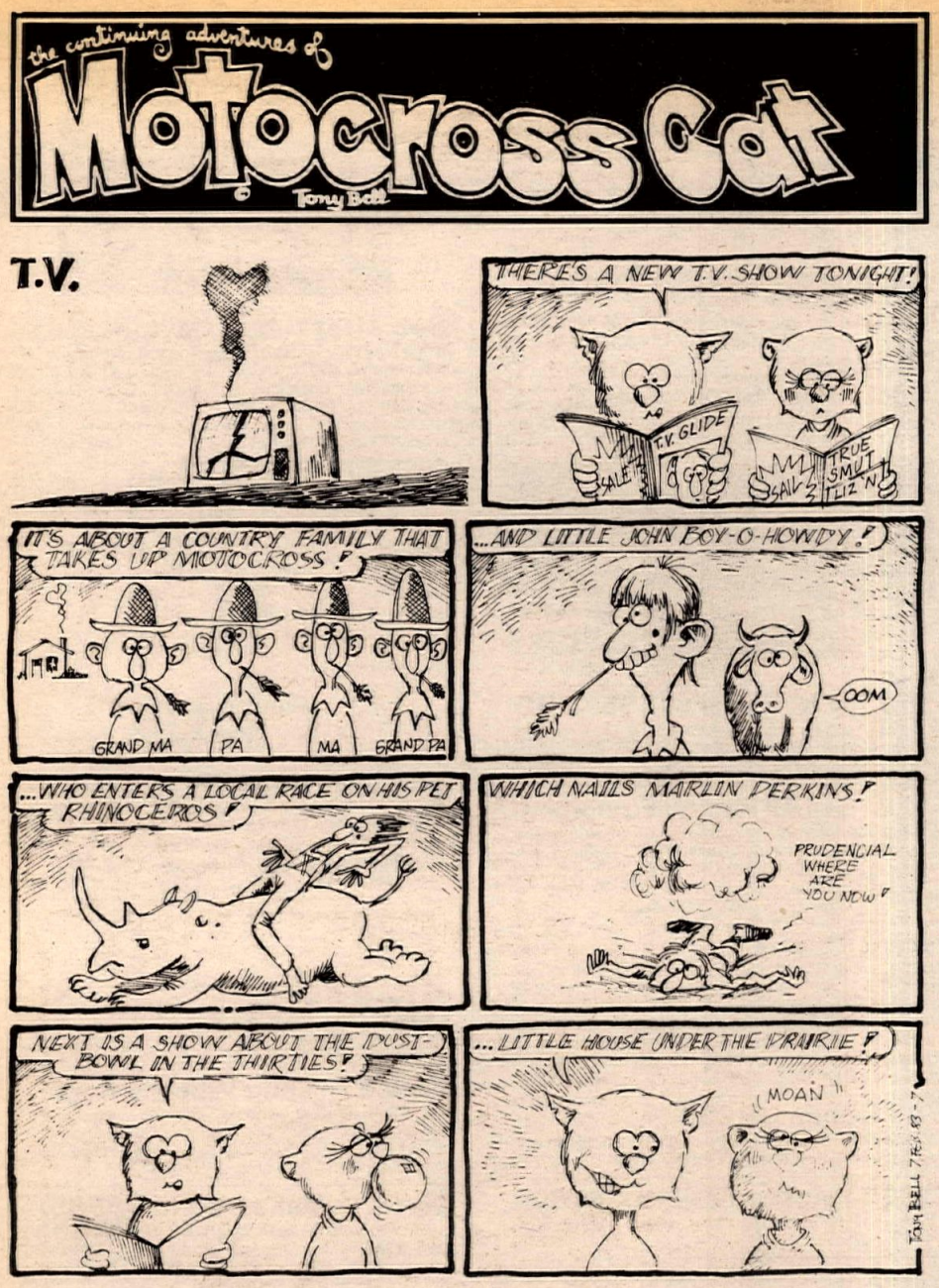
Cycle News cannot be responsible for illegible phone numbers.

Area Code/Phone No.



Triumph 750 Trackmaster
180° crank, pressure-fed transmission, aircraft mag, all fresh, paint, etc. Best Triumph dirt tracker in U.S. $3,000. 250 Yamaha, Champion frame, all fresh, $600 takes. (303) 443-2014. (1-8/9NSE)

KTM Fork Kit
By White Power, externally adjustable. 84 models in stock. (513) 422-6622. (2-8/9NSE)

Rocket 3
1970 BSA, excellent condition, completely stock, second owner, 8600 miles. $1,650. (507) 345-3686. (1-8NSE)

Nat'l 43 XR750
Motor — Lawwill parts, stock frame. For details call days, (217) 356-8784; nights, (217) 328-2005. Ready for Florida. 1-8/9NSE)

MPS Mixture Control Unit
Offers adjustability to fuel injection on GPz1100. A must with a header. Recommended by Kerker. $59.95. MOTORCYCLE PERFORMANCE SPECIALTIES, Box 1935, Casselberry, FL 32707. (305) 695-2154. (228/NE/EOI/TFN)

'82 YZ490
Desert tank, skid plate, low miles. $880. Days (213) 922-4121; Evenings (213) 422-2273. (108-9)

1983 KTM 420 MXC
Full lighting, excellent condition. $1800/OBO. Call (307) 742-4136. (106-8)

Faassttt 83 VF—1000R $8200
Racing only (415) 499-8152. (307-8)

3 Time National Champion Marty Smith Announces!

New '83 Jawa Speedway Bike
4-Valve long stroke, center port. $2700. AND 1983 4-Valve long stroke center port engine, $1400. (714) 835-0352. (108)

Knight Frame TT 500
New motor, Bills pipe, Grimeca, Barnes, extra gearing, extra front wheel with front brake, MORE! $1800. For information: (602) 997-5422. (106-8)

1966 Matchless G80CS
Collector's item. Completely restored, less than 2,000 miles on rebuilt engine. (498cc). Runs beautifully, always parked in garage. $1400. (608) 222-7269. (107-8/NW)

TZ750 Brake Parts
Stock front and rear rotors and carriers, still in original boxes. $399. (617) 843-2462, Jim. (104-8/NE)

KTM/Moto Guzzi in Wyoming
Sales and Service, UPS daily. ELITE MOTORS, 3708 Grand, Laramie, Wyo. 82070. (307) 742-4136. (106-8X)

1 Day Motocross Clinic Saturday March 3, 1984
At SADDLEBACK PARK. 8 a.m.-3 p.m. *Only 20 riders will be accepted * — $75.00 — ALL DAY FEE INCLUDES: *Training and diet tips for 40 min. Motos. *Double and triple jump sessions. *Stutter bump and Berm techniques. *High protein lunch. *FREE Marty Smith T-Shirt. FREE entry into park. For further information, CONTACT: MARTY SMITH MOTOCROSS CLINIC, 4377 Temecula St., San Diego, CA 92107. Hours: 9-5, Mon.-Fri. (619) 222-3027. "YOU MUST FURNISH YOUR OWN MOTORCYCLE." 208)

YAMAHA XV750 engine. Brand new, complete, good flattrack motor!! $690. (213) 921-5170. (108)

1982 HONDA CR-480 (1983 aluminum updated parts). Make offer. 1980 Suzuki GS1100 (Beautiful!) 20,000 miles, make offer. (714) 738-4337. (108)

Magazine Moto Guzzi Special
Jim Wood's 1978 850 LeMans featured in Cycle. Low miles, very clean, high performance motor. First $2700 takes it. Call or come by Wood's, 525 W. Colorado, Glendale. (818) 956-0698. (408)

'83 KX-80 Cylinder * $50
Piston and rings standard bore. (714) 968-3493. (108-10)

Lillie frame 500 Can Am, brand new. Best of everything. $6000. (206) 845-4318. (308-10)

20' Pro Trac trailer. Work bench, inside and outside lighting, A/C, double floor, custom cabinets, awning, much more! Better than new!! $6000. (206) 845-4318. (308-10)

Le Mans Rearsets
Menani rearsets for Guzzi Lemans III. New in box. Sent from Italy, cost $225. Sell: $175. (505) 255-9543. (108)

'82 Honda XR500 * $1050
Bought new April 1983. Low miles, very good condition. (818) 960-1567. (108)

Win With It
Work box, work stand for your dirt bike. Will work on any bike. Strongly built. Many uses. 4 different colors. UPS/COD $29.95, plus tax and freight. L&L CYCLE SPECIALTIES (209) 575-2299. Dealer inquiries invited. Do it yourself kits too. (209) 575-2299. (108X)

'82 Honda Ascot
500 single only 2400 miles. $1400. Art (408) 425-7455 or (408) 423-9574, evenings/weekends. (308-9)

1982½ Husky 500 6-Speed
Immaculate, completely stock. $1595. (213) 920-8249, evenings. (308)

83 Yamaha YZ-490 K*Must see
Ridden 5 times, Ohlin shock, new tires, extras. $1700. (213) 454-1022. (108)

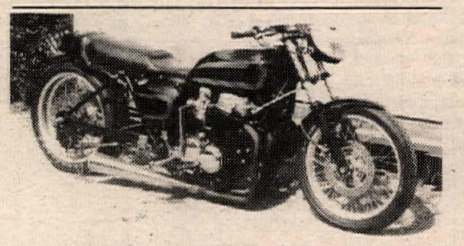
★ Motorcycle Trailers ★
Two to five rail custom built motorcycle trailers. Dealer inquiries invited. (213) 861-7721 or 537-1380. (213/TFN)

CZ — Jawa — Babetta
Parts & accessories. JB CYCLERY, 17468 Road #25, Madera, Calif. (209) 674-4788. (204/TFN)

1978 Ford Van
Completely gone over. New tires, wheels, shocks, waterpump. Engine and radiator checked out. Great motorcycle hauler. Power steering, brakes and A/C. MUST SEE! $4000. (714) 846-8634. (308-9)

Lady's Harro Leathers "New"
Bought in Germany, never worn. Size 9/10 (approx.) 5'4". Cost $450; Sell $400. (714) 828-7185. (108-9)

Trailer: Cycles or 3 Wheelers
2 years old, good condition. $700/OBO. (&14) 983-8523. (108)



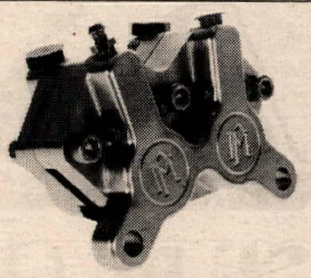
Dale Walker's SOHC X/A HON
1162cc MTC stroker, Manley valves, Megacycle cam, 29mm Mikuni's, RC "Golden rods". Super combination! Kosman wheels, widened WM6 rear, fiberglass tank, Govea swingarm and wheelie bar. 9.50; 138, 2/10 under National index. $4500. Call anytime, leave message. (408) 427-3625. (108-11)

Kawasaki Generator
Brand new, never used Kawasaki 1600 watt generator, AC/DC: $400. (714) 643-0468. (505-8)

Ohlins Shock * $100
Fits all '83 CR Honda's. (714) 968-3493. (108-10)

'83 Honda CR-125 * $995
Girl ridden only. (714) 968-3493. (108-10)

Jawa 4-Valve Must Sell!
1980 Jawa motor in Godden frame. Cirrillo mag, Mikuni carb, new chains and VERY CLEAN! $1600/OBO. Andy (714) 984-1876. (108-10)



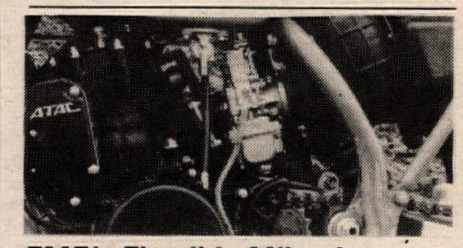
Lightweight Billet Aluminum Brake Calipers
Direct replacement for heavier Lockheed caliper. Weight with linings: 4 piston — 1 lb. 15 oz.; 2 piston — 2 lb. 4 Oz. Hard chrome pistons, less flex, super-light magnesium calipers also available. Illustrated 36 page catalog — $3.00. PERFORMANCE MACHINE, INC., 15520 Illinois, P.O. Box 927, Paramount, CA 90723. (213) 634-6532. (108/NWX)

1982 Ford Van
302 V-8 E-150 dual fuel tanks, heavy duty shocks, 43,000 miles. $7000. (805) 584-8021. (108)

California Superbike School
Course fee includes leathers, helmet, boots, gloves and SuperTrapp equipped GPz Kawasaki. Riding seminar by Keith Code, and 40 miles on the track. Upcoming schools: WILLOW SPRINGS; March 3rd, March 31st. RIVERSIDE: April 16th. LAGUNA SECA; April 20th. SEARS POINT: April 21st. P.O. Box 3743, Manhattan Beach, CA 90266. (213) 484-9323. ADVANCED RESERVATIONS REQUIRED. (202-9)

YZ250-L YAMAHA, ridden 1 time by vet. Extra parts. $2250/OBO. (714) 996-7174. (108)

FMF's '84 YZ125 Pipe
This is the best YZ125L pipe on the market! No other YZ pipe HITS HARDER, revs QUICKER or pulls as long or strong on top than THIS ONE! Team Yamaha's Rodney Smith is winning race after race using THIS SAME PIPE! If you want a powerband that wins races, this easy to bolt on pipe is just what you need. $129.50. DON EMLER'S FMF (213) 539-6884. (108/NWX)



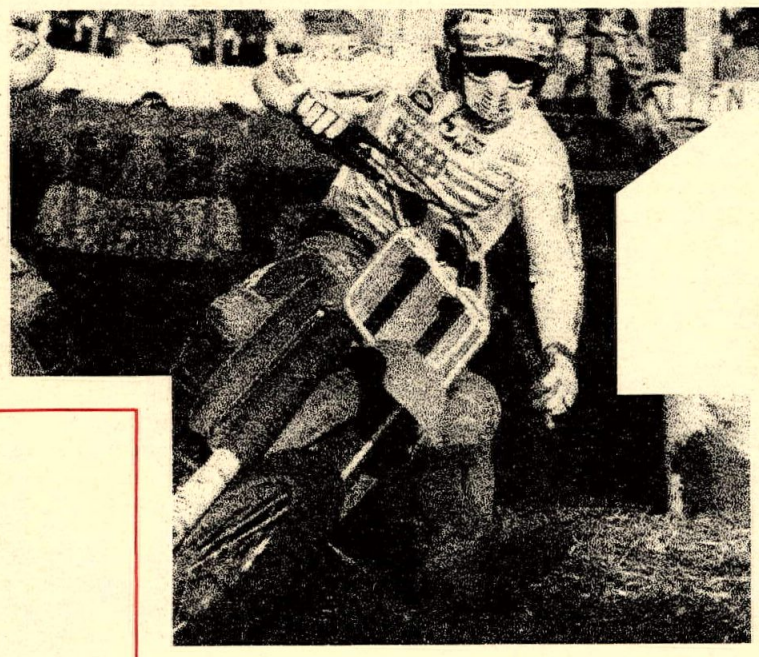
FMF's Flatslide Mikunis
Will give your new 1984 CR250 or CR500 an INCREDIBLE NEW FEEL! The high velocity designed Mikuni is pre-jetted to create an extremely crisp powerband that enhances the lowend and generates AWESOME midrange and topend horsepower!! Our jetting is fully tested and correct! 38mm: $125. 40mm: $135. DON EMLER'S FMF (213) 539-6884. Dealer/Distributor Inquiries invited. (108/NWX)

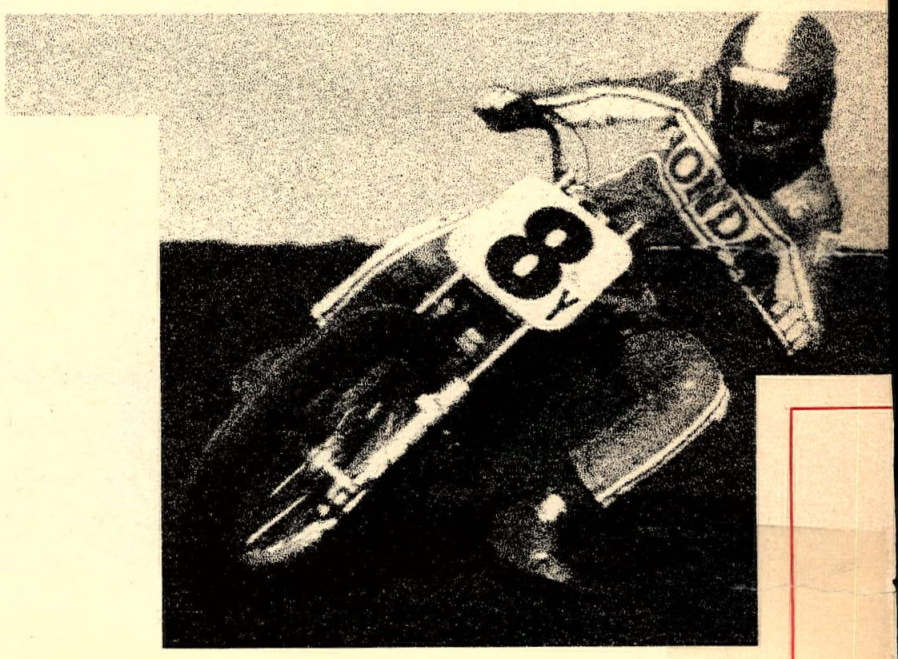
FMF's Awesome 84 CR250 pipe
is the last pipe you'll ever need for your 250 Honda! Don Emler GUARANTEES this pipe is better than any othre pipe of its kind...ANYWHERE!! The second you hit the throttle, your 250 is on the pipe, churning AWESOME POWER from lowend through midrange, to an unbelievable range of topend! We routed the header so high even "Magoo" couldn't smash it! Think about it, "works" power for only a few bucks more than a stock pipe! ONLY: $139.50. DON EMLER'S FMF (213) 539-6884. (108/NWX)

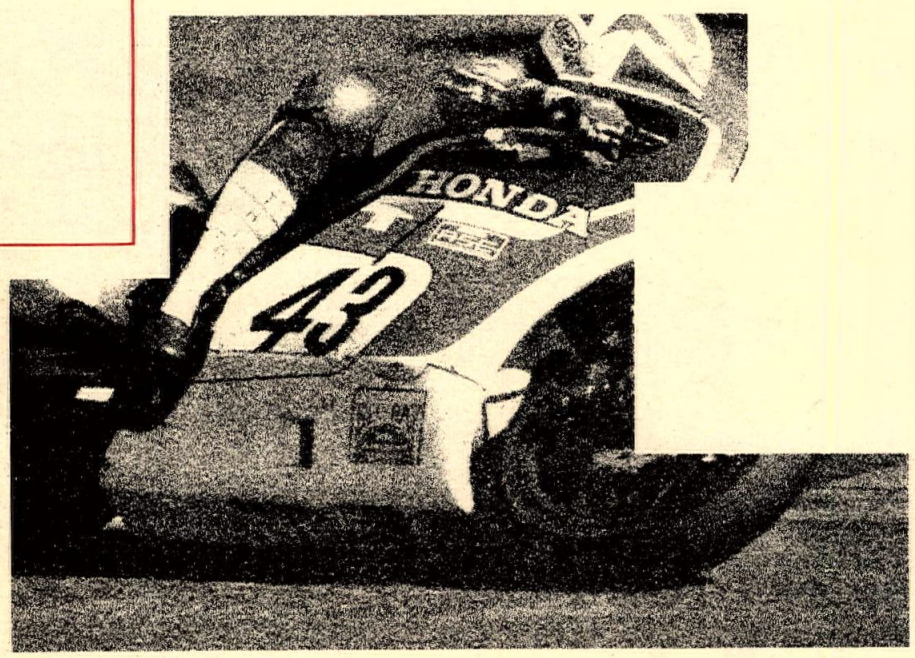
CYCLE NEWS®

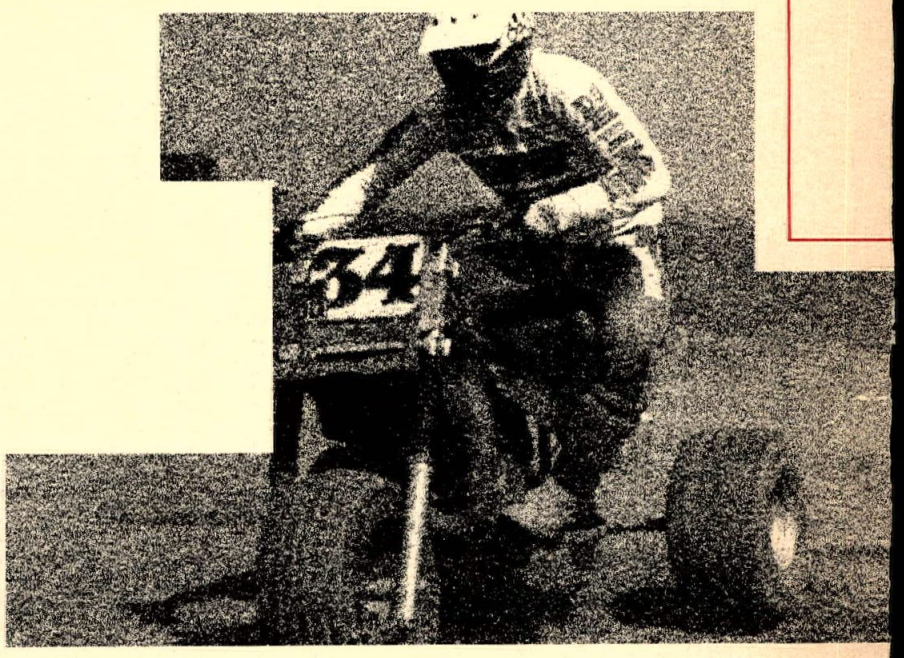
1984 RACE EVENTS CALENDAR

THE COMPETITION WILL BE SEEING RED ALL YEAR.









TEAM HONDA

AMA Grand National Championship/Camel Pro Series

2/4	ST/Houston, TX
2/5	TT/Houston, TX
3/4-11	RR/Daytona Beach, FL
4/7	TT/Gardena, CA
4/14	M/Sacramento, CA
5/5	ST/San Jose, CA
5/6	M/San Jose, CA
5/12	HM/Gardena, CA
5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/9-10	RR/Elkhart, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/DuQuoin, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25-26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/ Los Alamitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL
10/20	TT/Pontiac, MI

InSport/Wrangler Supercross Series

1/28	Anaheim, CA
2/11-12	Seattle, WA
2/25	Atlanta, GA
3/23-24	Houston, TX
4/14	Dallas, TX
4/28-29	Pontiac, MI
5/5	Kansas City, MO
5/19	Orlando, FL
6/2	Pasadena, CA
7/14	Buffalo, NY
7/28	Foxboro, MA
TBA	San Francisco Bay area
TBA	Los Angeles area
TBA	San Diego, CA

AMA National Championship MX Series

3/4	Gainesville, FL
3/10	Daytona Beach, FL (SX)
3/18	Talladega, AL (SX)
4/1	Orange, CA
4/8	Sacramento, CA
5/13	Atlanta, GA
5/27	Mt Morris, PA
6/10	San Jose, CA (SX)
6/24	Carlsbad, CA (GP)
7/1	Buchanan, MI
7/8	New Berlin, NY (GP)
7/22	Binghamton, NY
8/12	Millville, MN
8/19	Denver, CO
8/26	Washougal, WA

Tentative 1984 AMA Superbike Series *

3/9	Daytona Beach, FL
4/15	Riverside, CA (Pro-Am)
6/9	Elkhart Lake, WI
6/16	Loudon, NH
6/23	Pocono, PA
7/21	Monterey, CA
8/18	Sonoma, CA
8/26	Kent, WA (Pro-Am)
9/1	Brainerd, MN
9/16	Woodbine, NJ (Pro-Am)
9/29	Lexington, OH
TBA	Portland, OR (Pro-Am)
TBA	Rosamond, CA (Pro-Am)
11/4	Daytona Bch, FL (Pro-Am)

* — With the exception of Daytona, all Pro-Am events listed have not been confirmed by promoters or the AMA.

AMA National Enduro Championship Series

2/19	New Idria, CA
4/1	Pelion, SC
5/6	Roselawn, IN
5/20	Georgetown, CA
6/3	Hamilton, WA
6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterset, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point National Hare Scrambles Championship Series

3/4	Lake Wales, FL
4/8	Hurricane Mills, TN
4/15	Redding, CA
5/13	Corona, CA
5/20	Bruceton Mills, WV
6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, MN
10/14	Midland, MI

AMA Reliability Trials/ISDE Qualifier Series

4/27-29	Tulsa, OK
5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA/NATC National Observed Trials Championship Series

6/2-3	Rhode Island
6/9-10	New York
7/4	Colorado
7/7	Wyoming
8/25-26	Washington
9/1	Oregon
9/3	Washington

SCORE Off-Road Series

2/3-5	Parker 400
3/23-25	San Felipe 250
6/1-3	Baja Internacional
9/14-16	Off-Road World Champ Riverside, CA
11/1-4	Baja 1000

NMA Grand National Championship Finals

8/6-12	Ponca City, OK

AMA Amateur Motocross Finals

8/15-18	Hurricane Mills, TN

All dates subject to change without notice.

CYCLE

AMERICA'S WEEKLY MO

1984 EVENTS

HON

FOLLOW T

CONSIDER H

If you put Bob Hannah on one of the new 1984 Honda CR motocrossers, you better keep your goodbyes short.

Bob not only shows you how fast a motorcycle can go, he shows you how to make it go even faster. Same goes for 1983 Supercross Champion David Bailey. As well as everybody else on Team Honda.

Together they pushed our 1983 factory machinery to the limit. And the difference it made for our production lineup is ready for you to experience.

Bob Hannah and David Bailey's accomplices include 1983 125 National Champion Johnny O'Mara and Danny "Magoo" Chandler.

Motocrossers based on principles developed by Honda. Refined by Roger DeCoster. Tested by Team Honda. On some of the world's toughest tracks.

Machines so fast. So light. So responsive. You'd swear they were handcrafted works bikes.

The CR500R. With a new 491cc engine that combines outrageous horsepower with plenty of tractable torque. The suspension's been refined for even better response. And to ensure that the CR500R is the most potent open class weapon you can buy, we built works technology into every piece.

Partner in crime David Bailey snatched the 1983 Wrangler Super Series, 250 National and Supercross Championships and got away clean.

The CR250R. The

CR125R.

NEWS®

OTORCYCLE NEWSPAPER

S CALENDAR

NDA

HE LEADER

National Drag Racing Championships NMRA/NHRA

3/17-18*	Gainesville, FL
4/14-15**	Atlanta, GA
5/5-6	Atco, NJ
5/19-20	Gainesville, FL
6/9-10***	Columbus, OH
6/23-24	East Haddon, CT
6/30-7/1	Columbus, OH
7/14-15****	Englishtown, NJ
8/11-12	Washington, DC
8/18-19*	Brainerd, MN
9/1-3*****	Indianapolis, IN
10/6-7	Atco, NJ
10/20-21*	Pomona, CA

* — Pro Stock only
** — Pro Comp only
*** — Top Fuel only
**** — Funnybike only
***** — Top Fuel and Funnybike

IDBA

4/14-15	Gulfport, MS
5/19-20	Louisville, KY
6/16-17	Cincinnati, OH
8/11-12	Cleveland, OH
9/8-9	Collingswood, NJ
10/13-14	Gulfport, MS

World Road Racing Championship Series

3/25	South Africa
4/15	Italy
5/6	Spain
5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
7/1	Holland
7/8	Belgium
8/5	England
8/12	Sweden
9/2	Italy

World Endurance Road Racing Championship Series

6/3	Spain
6/24	Austria
7/29	Japan
8/19	Belgium
9/2	Germany
9/16	Italy
9/23	France

World Motocross Championship Series

125cc

4/8	Italy
4/15	Holland
4/29	Belgium
5/6	Austria
5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxembourg

250cc

4/8	France
4/29	Austria
5/6	Yugoslavia
5/13	Czechoslovakia
5/20	England
6/3	Italy
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Holland
7/22	Belgium
8/5	Switzerland
8/19	Finland

500cc

4/15	Austria
4/29	Switzerland
5/5	Spain
5/13	France
5/20	Sweden
6/3	Germany
6/17	Holland
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

SIDECAR

4/8	Switzerland
5/6	England
5/13	Holland
5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Observed Trials Championship Series

3/4	Spain
3/11	Belgium
3/18	England
3/24	Ireland
4/8	France
4/15	Germany
6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Austria
7/8	Switzerland
9/2	Finland
9/9	Sweden

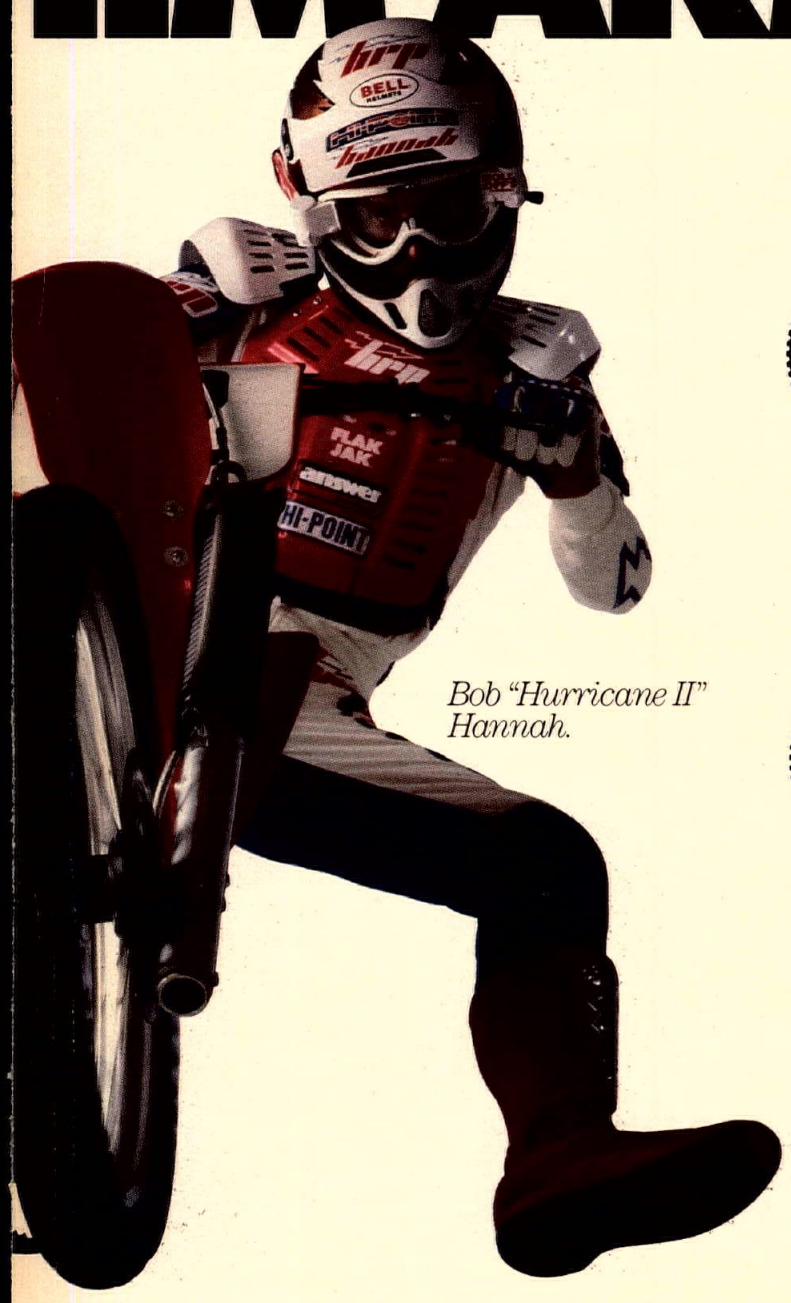
World Speedway Championships

6/17	Pairs Longo, Italy
8/18	Team Lezno, Poland
9/1	Individual Gothenberg, Sweden
9/16	Long Track Herzheim, Germany

Other Major Events Abroad

2/18-19	Individual Ice Racing Championship UFA, Russia
3/10-11	Team Ice Racing Championship Deventer, Holland
4/15	Formula One TT Zolder, Belgium
5/7-12	Scottish Six Days Edinburgh, Scotland
6/2-8	Isle of Man RR Isle of Man
7/1	Formula One TT Assen, Holland
7/15	Formula One TT Vila, Portugal
8/19	Formula One TT Dundrod, Ireland
9/2	Coupe des Nations Dalecin, Czechoslovakia
9/9	Motocross des Nations Ruskeasanta, Finland
9/16	Trophee des Nations Varberg, Sweden
9/16	Trial des Nations Myslenice, Poland
10/1-6	ISDE Assen, Holland

HIM ARMED.



Bob "Hurricane II" Hannah.

CR250R.

CR500R.

closest thing you can get to 1983 Supercross Champion David Bailey's factory motocrosser. An all-new competitive weapon even farther ahead of its class than it was last year. So quick, it makes grabbing the holeshot as easy as taking candy from a baby. Agile in the corners. Lightning fast in the straights.

And the CR125R. So radically powerful from idle up, it makes the term "on the pipe" almost obsolete. Incredibly light, compact and tough. Based on the machine that makes the Johnny O'Show go.

For 1984, we've taken the world's most advanced motocross technology and made it available to you.

Resulting in production machines so far ahead of their time, using them on your competition ought to be a crime.

The perfect crime.

HONDA

FOLLOW THE LEADER

MOST WANTED LIST.

CR125R

Engine ..... 123cc single-cylinder reed-valve inducted liquid-cooled two-stroke with ATAC™
Carburetor ..... 34 mm piston valve
Transmission .. Six-speed
Suspension ..... Front: 43 mm air-adjustable forks with adjustable compression damping, 11.4-inch travel
Rear: Pro-Link™ with adjustable compression and rebound damping, 12.2-inch travel
Brakes ..... Front: Hydraulic disc with twin-piston caliper
Rear: Drum
Dry Weight ..... 191.4 pounds

CR250R

Engine ..... 246cc single-cylinder reed-valve inducted liquid-cooled two-stroke with ATAC™
Carburetor ..... 36 mm piston valve
Transmission .. Five-speed
Suspension ..... Front: 43 mm air-adjustable forks with adjustable compression damping, 12-inch travel
Rear: Pro-Link with adjustable compression and rebound damping, 12.2-inch travel
Brakes ..... Front: Hydraulic disc with twin-piston caliper
Rear: Drum
Dry Weight ..... 211 pounds

CR500R

Engine ..... 491 cc single-cylinder reed-valve inducted two-stroke
Carburetor ..... 38 mm piston valve
Transmission .. Five-speed
Suspension ..... Front: 43 mm air-adjustable forks with adjustable compression damping, 12-inch travel
Rear: Pro-Link with adjustable compression and rebound damping, 12.4-inch travel
Brakes ..... Front: Hydraulic disc with twin-piston caliper
Rear: Drum
Dry Weight ..... 224.9 pounds

HONDA
FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. Designed for operator use only. CRs are designed for motocross use only and are sold "AS IS" without warranty. Specifications and availability subject to change without notice. © 1984 American Honda Motor Co., Inc. For a free brochure, see your Honda dealer.

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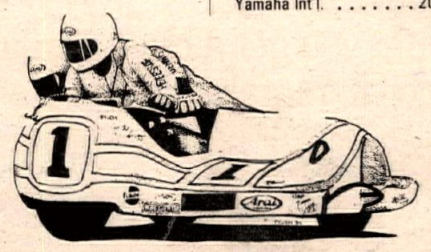

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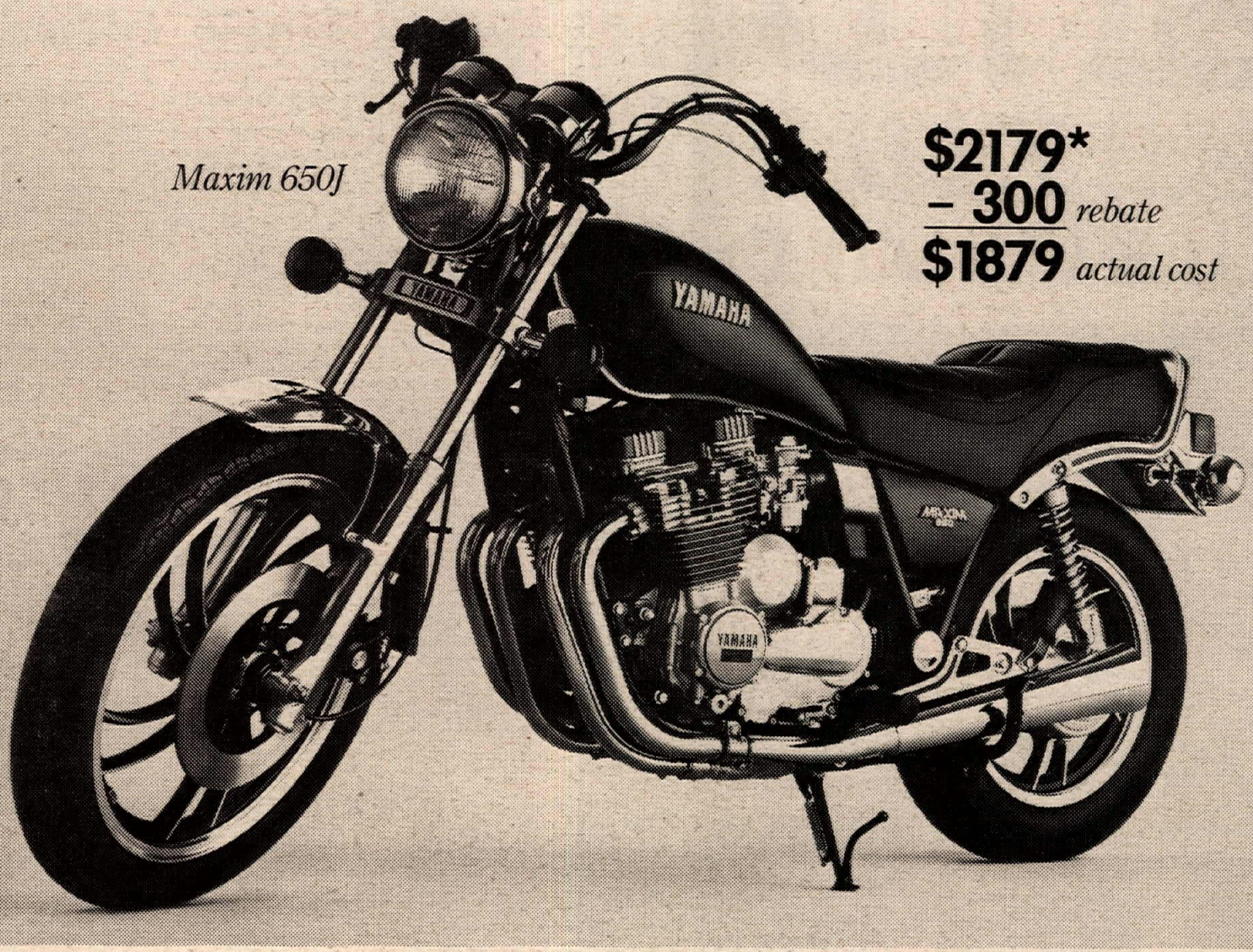
It comes with a reduced price and a fat rebate.



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– 300 *rebate*
$1879 *actual cost*

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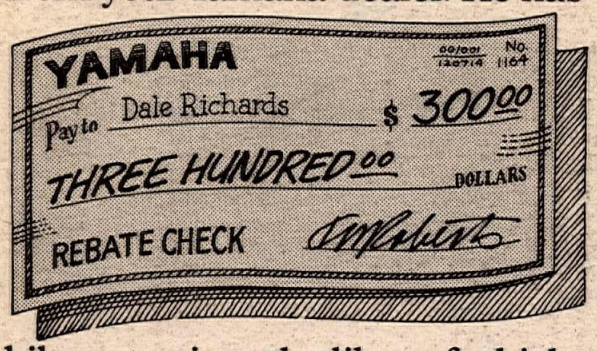

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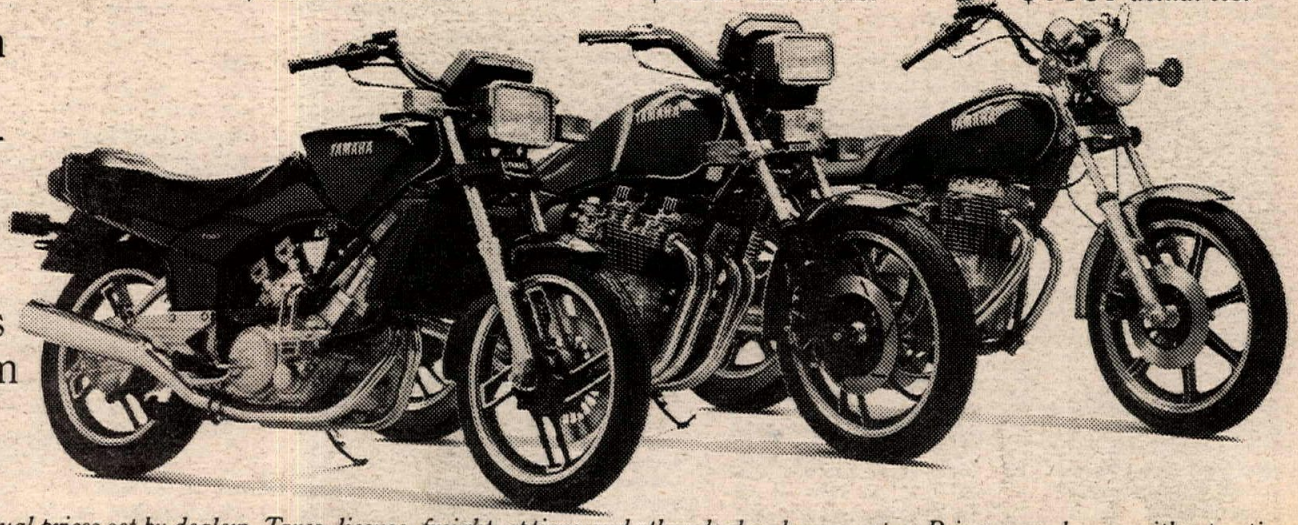

**Based on manufacturer's suggested retail price. Actual prices set by dealers. Taxes, license, freight, options and other dealer charges extra. Prices may change without notice. See your participating dealer for complete details. Offer ends May 31, 1984.*